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VOL. IX. PITTSBURGH, SATURDAY MORNING, FEBRUARY 17, 1872. NO. 137.

FIRST EDITION.

HARRISBURG.

Proceedings of the Legislature.

The Senate Pass a New Bill in the McClure Case.

The Matter in the Hands of a Committee of Conference.

Special to the Pittsburgh Press.

HARRISBURG, PA., February 16, 1872.

SENATE.

Mr. Graham introduced a bill incorporating Ursiline Academy for young ladies.

A New Bill for Drawing Committee on Contested Election.

A message from the House being before the Senate, insisting on its amendment to the Senate McClure-Gray bill, and announcing a committee of conference, Mr. Buckalew introduced a resolution for the appointment of a conference committee on the part of the Senate, to meet the House committee and propose the following bill:

That it shall be held to be the intent and meaning of the act regulating elections of this commonwealth, approved July 2d, 1839, that the time for the presentation of a petition contesting the election of a Senator or a Representative shall commence to run from the return of the election of such Senator or Representative by the body to which such return is made, if such body shall then be organized; and if not, then within ten days after such organization, and that in any case of contested election now pending in the Senate, the committee for the trial of the contest shall be selected and formed by the Senate on or before the 20th of February instant, by choosing six members thereof *viva voce*. Each Senator voting for no more than three members, and the remaining members of the committee shall be chosen by lot in the manner following: The names of all the remaining Senators present, except those of the Speaker and sitting members, shall be written on distinct pieces of paper, as nearly alike as may be, each of which shall be rolled up and put into a box or urn by the Clerk of the Senate, or some person appointed to act in his stead, and the box or urn shall be placed on the Speaker's desk; the Clerk of the Senate or the person appointed to act in his stead having thoroughly shaken and intermixed said papers, shall draw them out one by one, and the names of Senators so drawn shall be written down on a separate list by one of the clerks until thirteen names shall have been drawn; the separate list of thirteen Senators so drawn shall be given to each of the parties to the contest, who shall, accompanied by the clerk or other persons appointed to act in his stead, immediately withdraw to some adjoining room, where they shall proceed to strike off alternately the names upon said list until but one name shall be left thereon, and the Senator whose name shall remain shall the seventh member of committee.

SEC. 2. The committee chosen as aforesaid shall be duly organized and sworn, and all its powers and duties shall be the same as those of the Senatorial Election Committee under the aforesaid act of the 2d of July, 1839, and it shall proceed in all respects as directed by said act in the hearing and determination of the contest.

SEC. 3. Any vacancy occurring in said committee shall be filled as follows: If such vacancy shall be of the member chosen by the votes of Senators, it shall be filled by a new appointment made in open Senate by the same or by a majority of the same Senators who shall have voted for the member whose place is to be filled. If such vacancy shall be of the seventh member of the committee, chosen as aforesaid by lot and challenge, his place shall be filled in the same manner as that in which said seventh member shall have been chosen, all the names of qualified members present being first placed in a box or urn for the purpose of selection, and any member chosen to fill the vacancy shall be duly sworn and shall perform all the duties and possess all powers of the original member of the committee from the time of his selection. In no case of the selection of a committee or of the filling of a vacancy shall the sitting member be permitted to vote; and in case of absence or refusal to act of a contestant or of sitting members, the Senate shall appoint some person in his stead.

After a brief Republican caucus this resolution and bill were adopted by a unanimous vote.

HOUSE OF REPRESENTATIVES.

Bills Introduced.

By Mr. White, revising the laws relating to penal proceedings.

By Mr. Ballentine, incorporating the Temperanceville and Pittsburgh Savings Bank; also, authorizing the Pittsburgh and Temperanceville Passenger Railway Company to cross the Tripartite Bridge and build branches to Union, Chartiers and Stowe townships, and Allegheny City and Pittsburgh.

By Mr. Edwards, supplement for the Woodruff Sleeping Parlor Coach Company.

By Mr. Taylor, providing for the more safe and speedy collection of taxes in Pittsburgh.

Both Houses adjourned till Monday evening.

The McClure-Gray Case in Washington.

A Washington dispatch, dated the 14th, says: "The report telegraphed here late last night that Colonel McClure was to be refused the usual committee on contest by the Republicans, created quite a sensation among some of the President's friends, who do not hesitate to say that it is as unjustifiable as it is dishonest, and that unless the President disavows it and remedies the outrage, it will recoil upon him. It is known that Col. Gray and Gen. Horace Porter were communicating quite freely by telegraph during the campaign."

EUROPE.

BY THE ATLANTIC CABLE

The Alabama Claims—Anxiety to Hear from the United States.

LONDON, February 16.—In the House of Commons, to-day, Disraeli inquired whether any answer to Granville's note concerning the Alabama claims had been received. Gladstone replied that nothing official had been received by her Majesty's government, but United States Minister Schenck thought the reply of his government would reach London about the first of March. The House went into committee on the supply bill, when William Fowler, member for Cambridge, made a speech denouncing the Coolie traffic, and the part taken therein by citizens of Portugal, Spain and Cuba. He referred particularly to the horrors which had been reported in Cuba and Peru, and presented revolting details of the treatment of Coolies in the Spanish Antilles. Another member followed Fowler in condemnation of the traffic, which he pronounced a disgrace to civilization and greater than the slave trade.

Miscellaneous Dispatches.

LONDON, February 16.—Mrs. John Wood was entertained at breakfast this morning by her literary and professional friends, previous to her departure for America. Charles Reade presided. Mrs. Wood will sail for New York on Saturday.

ROME, February 16.—It is announced that the Pope intends to denounce the Concordat, so far as it relates to Alsace and Lorraine.

MADRID, February 16.—The Emperor and Empress of Brazil are now in this city.

BERLIN, February 16.—Prince Frederick Charles has gone on a visit to Egypt.

CALCUTTA, February 16.—The funeral of the late Governor General, the Earl Mayo, takes place to-morrow. Baron Francis Napier, Governor of the Madras Presidency, who succeeds to the Governor Generalship *pro tem.*, is expected to arrive here on the 24th inst.

MADRID, February 16.—Advices from Manilla represent that all is quiet on the Philippine Islands, the revolt of the native troops having been completely suppressed. The surviving mutineers were tried by court martial and sentenced to suffer death. The leader of the revolt has been executed.

PARIS, February 16.—Minister Washburne, accompanied by Count de Remusat, Minister of Foreign Affairs, had an audience with Thiers to-day, and presented to his Excellency Messrs. Cushing, Evarts and Waite, counsel of the United States before the Geneva tribunal. Bancroft Davis was unable to be present on the occasion.

The police have information which makes them believe that 60,000 rifles and thirty cannon, with large stores of ammunition are concealed in Paris. Active search is being made in all parts of the city.

The Right Center in the Assembly refuse to coalesce with the moderate Right and is preparing an independent programme of policy.

Charles Etienne Conti, formerly private Secretary to the Emperor Napoleon, died on the 14th, in this city. The funeral took place to-day, and was attended by a large number of the partisans of the ex-Emperor, as well as relations and personal friends of the deceased. Among those who followed the remains to the grave was M. Rouher. As the funeral cortege approached the Cemetery of Pere La Chaise, the carriage of M. Rouher was surrounded by an angry and excited throng of people, who stopped it and made threatening demonstrations, crying "Abuse les Imperialists." The friends of Rouher left their carriages and came to his assistance. M. Rouher finally escaped from his assailant amid cheers from the Imperialists, and the procession was not again interrupted.

NEWS SUMMARY.

BY TELEGRAPH.

Buckhout, the Sleepy Hollow murderer, was hung at White Plains, N. Y., yesterday. He met his death with boldness.

John Burk, for many years editor of the Baltimore *Republican*, died on Thursday.

Ellis Ward wants to row for the single-scull championship of the United States and $1,000 a side, bar no man.

The steamships City of London, Cambria and Russia, have arrived at New York.

Ira H. Bird, Grand Master of the Odd Fellows of the State of Ohio, died at Cincinnati yesterday.

The constitution and by-laws of a secret organization in the Southern part of Mississippi, called "American Crusaders of '76," have come into possession of United States Attorney General Williams.

The Salt Lake *Tribune* of yesterday published an *expose* showing that the Mormon officials are little better than the Tammanyites of New York, Brigham Young being as bad as any of them.

Mrs. Ellen Upton was burned to death in a woolen mill at Petersburg, N. H., yesterday.

Senator Howe is lying ill at Washington. His disease is scarlatina.

SECOND EDITION.

WASHINGTON.

More Advice to Office-Holders.

Their Presence at the Philadelphia Convention Not Desirable.

Financial Bills Under Consideration.

Facts Regarding the Sale of Arms.

Special Dispatch to the Commercial.

WASHINGTON, D. C., February 16, 1872.

Office-Holders and the National Convention.

Mr C. C. Fulton, of the National Republican Committee, who is known to enjoy the full confidence of the President, says in this morning's Baltimore *American*: "In urging that those holding office should refrain from attending the Philadelphia Convention as delegates, we disclaim any lack of appreciation of the independence or manliness of office-holders as a class. Our purpose has been to prevent them from being put in a position that would give their defamers an opportunity to avail themselves of the peculiar clamor which they have been so diligently at work to raise for the purpose damaging General Grant. If those holding commissions under him should be in any force in that convention, his renomination would be held up as the work of a 'Bread and Butter Brigade.' It seems to us so important and desirable that membership of the convention should be direct from the people; that it is a matter of surprise that any earnest friend of the President, holding office, should for a moment doubt the propriety of keeping away from it. The opponents of Gen. Grant's renomination would like to see the majority of the convention office-holders. It would be playing into their hands, and apparently sustaining their oft-repeated declaration that he is using the Executive patronage to secure the renomination. Of one thing we are certain. They will please the President more by staying away than by attending, and that the nomination will be more popular if not a single ballot is cast by an office-holder."

Land Grant.

The Senate to-day passed an old acquaintance among land grants, being a revival of the Bayfield and Lake Superior Railroad. The amount of land involved, mostly valuable lumber lands, is about a million acres. The attempt of Morrill, of Vermont, to stop it failed, as the matter appeared to be entirely arranged in advance, and the bill went through with a negative vote of only seven. This is the advance of subsidy railroad schemes, of which twenty-six are pending in the Senate and forty in the House.

Payment of Duties in Legal Tenders.

The Committee on Banking and Currency devoted considerable time to-day to the consideration of a bill providing for the payment of duties on imports in Treasury notes. They finally decided, in view of the consequences to result from the adoption of such a measure, to refer it to a sub-committee of ways and means, which has exclusive charge of all matters relating to or affecting the return to specie payments. The Committee also discussed the leading features of Sherman's bill retiring three per cent. certificates, and a majority of the members developed opposition to it as tending to contract the circulation of the currency. It will be some time before either of these bills will be reported.

Interruption of the California Mail Service.

It seems that the Postoffice has been in constant receipt, lately, of protests from various business interests in the country, because of the interruption of the California mails on the Union Pacific Railroad, by reason of the snow blockades. Several parties in the Territories made propositions to the Postoffice Department to transfer the mails from the delayed trains by wagon to points accessible to railroad communication for a reasonable compensation, and one of these propositions met with much favor on the part of the Postal authorities, who were about to take up with it when prevented through the influence of Oakes Ames. This gentleman used the argument that such a course on the part of the Postal Department would be an official declaration that this road was not a reliable through mail route.

Secretary Boutwell Defends Himself

From the fault found with him for selecting the Bigelow Block for a postoffice site at Chicago, by asserting that the Government saved $600,000 thereby, and that he was recommended to accept this bid by a majority of the members of the Illinois Congressional delegation. With reference to the Government interest in the old site, it has been suggested that it would serve for the location of a new bonded warehouse.

Yerba Buena Island.

The Committee on Pacific Railways to-day reported a bill granting to the Central Pacific Railroad one-half of the Island Yerba for depot purposes. The grant is conditional that the Secretary of War may prescribe restrictions under which the island is to be taken, and that the government may at any time resume possession when the public good may require it. There are restrictions also as to the width of the draw to the bridge which the company propose building to unite the island with the main land. Gen. Banks has been requested to appear before this committee for the purpose of furthering the investigation called for in his resolution as to the Northern Pacific Railway.

How the French Government Was Swindled.

There seems to be scarcely a doubt that a fair investigation of the circumstances attending the sale of arms, if ordered by the Senate, will show that soon after the French-Prussian war began, the sale of arms was suspended by the President; that after the French Empire had fallen and the Republic was declared, strong and persistent influences from the Conkling politicians in New York, including Murphy and General Ingersoll, of the Quartermaster's Department, were brought to bear here to revoke the suspension, and that they finally succeeded. When the difficulty arose about selling to Remington after he was known as a French agent, a sale was made to Thomas Richardson, known here at the time as virtually another name for Remington; that Richardson never appeared here in person in regard to the matter, but that Remington did appear and manage it, including the difficult matter of obtaining the order for the manufacture of cartridges at Government arsenals. It is asserted as a fact that the Custom House teams in New York hauled the guns after their arrival to the steamers which were to convey them to France. It appears that two sets of dispatches were sent to France from Remington's agents here, one set of which were withheld on the other side, stating the real price at which arms were purchased, and the second set containing a price about one-third greater as the purchase price. In this way bills were run up till the French accounts show the payment of almost four millions of dollars in excess of the prices at which the United States sold. Remington's commission was also calculated upon the advanced price of arms, and not upon the cost price. The last payments under these contracts were those for batteries purchased by C. K. Garrison. These were suspended on allegations of fraud, and thereupon the difficulty with Remington arose. Remington next appeared before the French authorities with his letters from Secretary Belknap, Gen. Dyer, Senator Conkling and other prominent Americans, to secure the final settlement of his claims.

Seventy Cents to be the Tax on Whisky.

The Commissioner of Internal Revenue is understood to have recommended to the Ways and Means Committee a consolidated whisky tax of seventy cents per gallon.

The Bateman Investigation.

District Attorney Bateman had an interview with the Attorney General to-day, and insists that a full investigation be made in his case. The Attorney General had addressed him a letter at Cincinnati, asking him to suggest the method in which he could carry on such inquiry. The probabilities are that Mr. Sage will be requested to present such evidence as he may choose before some officer of internal revenue in Cincinnati, and that Mr. Bateman will then be afforded an opportunity to cross-examine witnesses.

Beck's Personal Explanation

In the House to-day attracted great attention. The attack on him yesterday by Senator Brownlow was admitted by nearly every member of the House to be of a character which entitled Beck to very wide liberty in reply. He gave notice, however, in the outset, that he would not in any degree invade the privileges of the House. However, Stevenson, of Ohio, Hale and Hoar exhausted all parliamentary resources to prevent him from speaking, except to interpose unqualified objections. Beck's defense of himself from the personal allusions of [illegible] were such as to convince the House that he had been deeply wronged. So far as a speech could vindicate him, the vindication was complete.

RAILWAY MATTERS.

Detroit, Fort Wayne and St. Louis Railroad.

Special Dispatch to the Pittsburgh Commercial.

FORT WAYNE, IND., January 16, 1872.

A meeting of prominent men of this city and from along the proposed line of the Detroit, Fort Wayne and St. Louis Railroad, was held here to-day. An organization was effected on the basis of a capital of one million dollars, and fully fifty thousand at once subscribed. A board of directors was elected, and also for the first year the following officers: A. P. Edgerton, President; John Roche, Vice-President; Charles McCulloch, Treasurer; William Fleming, Secretary. The proposed line runs from Detroit, Michigan, through this city to St. Louis, and probably through the Block coal field of Indiana, and thereby makes this city an important distributing point for that coal, and for Michigan iron ore and lumber.

THE BRITISH "CASE,"

As Submitted to the Geneva Arbitrators.

LONDON, February 16.—The "case" submitted to the Geneva board of arbitration by the counsel of Great Britain, in regard to the Alabama claims, has been laid before Parliament and is published. The document is divided into ten parts. Part first remarks that no definite or complete statement has ever been furnished. The treaty of Washington and previous correspondence will supply, however, a general definition of the demands made by the United States. Rule 2 of article 6 of the Treaty of Washington is quoted as follows: "A neutral government is bound not to permit or suffer either belligerent to make use of its ports or waters as a base of naval operations against the other, or for the purpose of renewal or augmentation of military supplies or arms or recruitment of men." This rule is interpreted as applying to the supply of war waging vessels from neutral ports, but is not prohibitory of the sale of arms or munitions of war in the ordinary course of commerce. The claims submitted are for damages growing out of acts of vessels respecting which the United States allege that Great Britain failed in her international duty. If it decides that there has been such failure, then it must award a gross sum for damages, or define the limit of liability for the guidance of assessors of said damages. The circumstances of the sailing of the steamers Alabama, Florida, Georgia and Shenandoah were materially dissimilar, but Great Britain maintains that in respect to none of them has she failed of her international obligations or rendered herself justly liable.

Part second gives a history of the civil war in the United States, showing that the course of England and maritime powers was one of vigilant and scrupulous neutrality.

Part third makes a statement of international rights and duties, of laws of England bearing thereon, and of the faithful performance and execution thereof by Great Britain during the war. It also gives a detailed account of the action of Minister Adams and Earl Russel to prevent a departure of rebel cruisers.

Part fourth shows the limits of the powers possessed by the British government to prevent such departures.

Parts five, six, seven and eight respectively present in detail the facts relative to the steamers Florida, Alabama, Georgia and Shenandoah.

Part ninth sets forth that the steamers Georgia and Shenandoah were never equipped for war in the British dominions. Her Majesty's Government was only informed respecting these vessels after their departure. The Alabama and Florida even did not receive their armaments in the British dominions. The peculiar circumstances of the Alabama's escape are recited, and England's vigilant endeavors to prevent her sailing, as well as America's failure in the attempt to capture her, are insisted on.

Part tenth complains of the disadvantages under which Great Britain labors in meeting an unpresented case.

The document concludes as follows: While England regrets the departure of rebel cruisers from her ports, she cannot acknowledge the justice of claims against her for pecuniary damages for their acts. The United States must solidly establish the facts of England's negligence. England is ready to accept the award of the tribunal of arbitration, whether favorable or unfavorable. She desires only that it shall be just.

XLII. CONGRESS.

WASHINGTON, D. C., February 16, 1872.

SENATE.

The whole day was spent in debating the resolution for an investigation of the sales of arms to the French. Mr. MORTON made a speech in defense of the administration, characterizing this as a movement on the Presidential chess board, intended to alienate the German vote from the Republican party.

The discussion was participated in by Messrs. Sumner, Schurz, Edmunds, Conkling, Wilson, Tipton and others.

The Senate adjourned till to-morrow.

HOUSE OF REPRESENTATIVES.

Mr. BECK made a personal explanation in reply to the attack made upon him on the floor of the Senate by Mr. Brownlow.

After passing a number of private bills, the House adjourned till to-morrow, when the session will be devoted to speech-making.

THE WEATHER.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, February 15, 1872, 7 P. M.

PROBABILITIES.

The lowest barometer in Kentucky will probably continue moving eastward during the night, turning to northeast Saturday morning; the winds veer to northeast and southeast on middle and south Atlantic coast, with rain by Saturday morning; northeast winds with cloud and snow continue Saturday over lower lakes and cloudy weather extend over Mississippi Valley; rising temperature and falling barometer advance eastward to Minnesota and Nebraska. Dangerous winds not anticipated for Friday night on Gulf and Atlantic coast.

A terrible accident occurred on the 12th at Allison's Mill, on Elkhorn creek, about twelve miles from Sterling, Illinois. Large quantities of grain were stored in the upper part of the mill, and a high wind causing the timbers upon which the great weight rested to give way, the entire lot was precipitated to the lower floors. Four persons were seated by a stove, which was broken in fragments, setting the mill on fire. Of the four three escaped, but the fourth, Dr. W. K. Palmer, was caught by the timbers in such a manner as to pin him fast, his head and neck being exposed and the rest of his body covered with wheat. In that position he was literally roasted alive, all attempts to rescue him proving unavailing.

STATE POLITICS.

The Greensburg *Tribune and Herald* says: "From every quarter of the county we hear the unconditional expressions of the active Republicans in favor of Gen. White as *the* man to be supported. And it is conceded by everybody, familiar with the sentiment of the masses of the people throughout the State, that were a vote of those constituting the Republican party, to be had as to who should be the candidate of our party for Governor at the next election, it would be found that an overwhelming majority would pronounce in favor of Gen. White."

Returns from the twenty-four precincts in Bedford county give Mullin, Republican candidate for the Legislature, 90 majority over Smith, Democrat. No returns have yet been received from Fulton county.

The Indiana *Progress* says: "Gen. White has always carried Indiana county, and that, too, by large majorities. If he has fair play before the State Convention we have not a particle of doubt but that he will make the nomination. But if the nominations are to be 'fixed up,' as indicated, there is no use of any one trying to succeed before the Convention, except the favorite of the 'ring.'"

PUBLIC AMUSEMENTS.

Pittsburgh Opera House.

There was perhaps a slight falling off in the audience last night, but still it was numerous, fashionable, and—at least a portion of it—fashionably late. Mlle. Aimee was in excellent voice, and alike in her music and in her dramatic action displayed great facility of expression, tricking out her frivolous part with a thousand sparkling accessories which made her quite irresistible. M. Noe deepened the favorable impression which he made on his first appearance. His voice is a light tenor of excellent quality, somewhat lacking in amplitude, perhaps, but fresh and agreeable, and used in a manly and unaffected style. Nothing need be remarked of the remainder of the company. So much of Mr. Elsler's regular orchestra, however, as is for the nonce included in the operatic organization (and it comprises the largest portion of it,) deserves great credit for its admirable proficiency in the score, obtained, as it must have been, in one or two rehearsals. It is to be hoped the local orchestras of other provincial towns may serve the manager in as perfect stead. Matinee at 2 o'clock, "La Grand Duchesse." To-night, "Les Brigands."

Fifth Avenue Opera House.

To-day the Florences make their last appearances, at the matinee at 2:30, and in the evening, when "Eileen Oge" will be performed. They had an immense crowd last night.

Varieties Theater.

The Egyptian jugglers will appear at the matinee this afternoon, in conjunction with the great variety company. A great bill to-night.

The Moulton Concert.

Don't fail to secure seats for the Moulton Concert at Library Hall, Monday evening. They are on sale at Kleber's, Wood street.

The Federal Street Extension.

Last evening, a meeting of the property holders residing on the line of the Federal street extension, was held in the Select Council Chamber. Mr. Huckenstine, Chairman of the Survey Committee, presided. Addresses were delivered by Messrs. Watson, J. C. Patterson, Campbell Herron, Arthur Hobson, A. McNaugher and others. The majority of the speakers were in favor of the improvement on certain conditions. Those residing in the district through which the extension will be made, would oppose the movement if they would have to bear all the expenses incurred. They hold that the property the entire length of Federal street should be assessed, while others favored a general tax throughout the city, as they held the improvement would benefit the city at large. The property holders on Federal street thought that the entire expense should be borne by those residing in the district improved, as their property would be greatly enhanced in value. No definite action was taken. The improvement will be agitated, and will likely meet with considerable opposition.

The Breach of Promise Case.

At the opening of the District Court yesterday morning, Judge Hampton on the bench, the case of Vankirk vs. Johnson was resumed. Mr. White, counsel for the plaintiff, proceeded to deliver the closing address, and occupied an hour and a half in its delivery. At the conclusion of the address Judge Hampton proceeded to charge the jury, when they retired. At three o'clock the jury had not returned a verdict, and the Court adjourned until nine o'clock this morning.

YESTERDAY morning Mayor Blackmore had before him Noah Bradford for vagrancy. Noah's ark has been steered to Claremont, where he will anchor for a month. George McVay led a chameleon sort of life and His Honor made arrangements to change George's diet for the next thirty days. Wm. Brown also came up for disposition on the charge of vagrancy. Six months in the country was prescribed in this case. Benjamin Forsythe had drunkenness, vagrancy and disorderly conduct to answer for. The troupe of charges drew a six months' stay at the Work House for Benjamin. Nineteen common cases in all were disposed of by the Mayor yesterday morning.

THE GREAT OIL CASE.

Speech of John H. Hampton, Esq.

The Charge of the Court.

A VERDICT AGREED UPON.

Below we give in full the speech of John H. Hampton, Esq., counsel for the defense in the case of Owston & Sowers vs. The Allegheny Valley Railroad Company (delivered on Thursday), and the able charge of Judge Stowe, submitted to the jury yesterday morning:

Speech of John H. Hampton, Esq.

GENTLEMEN OF THE JURY: The time already consumed in the trial of this cause admonishes me that it should now, upon the part of the defendant, be presented to you compactly and pointedly. Important issues rest upon your consciences for determination, and you cannot shut your eyes to the fact that you should patiently, calmly and fairly consider all the facts and circumstances detailed by the evidence. You have been selected under the solemn forms of law to act as jurors. You have been set apart from the rest of your fellow-men to render a true verdict according to the evidence. The places that you occupy, and the sanctity of your oath, make you ministers of Justice, her bodyguard of twelve good and true men, armed as it were with flaming swords on every side to defy perjury, to set at bay falsehood and thrust aside prejudice. Thus selected and thus armed, I trust you may be able rightly to judge this important case. And as you would wish your fellow men, sitting where you sit to-day, to judge your interests in an earthly court, so now judge between the parties before you. As you measure it may be meted out to you again.

The defendants in the case are brought before you for trial. They are brought to the bar of this court, and before the tribunal of public opinion. The reputation of the officers of this company for truth and veracity is assailed and called in question. The honest and truthful discharge of duties upon their part is challenged and impugned before you. Nay, more, the corporation itself has been charged by the learned gentlemen who opened this case, with having lent itself to what was known as the "Oil Combination of 1869." These officers thus brought before you and this defendant, the corporation, standing as it were in this court are required to answer; and we are here for that purpose. The plaintiffs in this case have made this issue with us; they allege these things before you; that we have made contracts and broken them—that we have been guilty of bad faith and that by reason thereof they are entitled to recover damages at your hands. Now, gentlemen, these are grave accusations, and they who made them ought to be prepared to prove them. The officers of this company are men who live in this community; perhaps some of you know them, and know that a more impartial and a more highminded set of men in the discharge of all their duties, whether in private life or in the position in which they are placed can not be found. And I ask you, gentlemen, to pause and ask yourselves the question, Was it not cruel to charge these gentlemen, and, have it go broadcast over the land, with having abused the confidence and trust placed in them, by using the Allegheny Valley Railroad to further the oil combination of 1869? If you had been placed where they were, and had come through the difficulties they did, would you not have considered that you had been most cruelly assailed? Where is the evidence of it? I cannot but believe that my learned friend, cautious as he is in the preparation of his cases, careful not to leave a place open where a lodgement to his prejudice could be made—a man of learning and ability—when he stood up and made this declaration against these men, was misled by his clients. You know counsel have to listen to their clients, and often it is that men in their anxiety to get their attorney up to the very point of fighting a desperate battle, whisper into his ear things to tell the jury that also when the time has come for the proof, are unsustained, and then, gentlemen, we have to feel very badly that we can not keep our words with the jury. It is not the fault of the counsel, but of these plaintiffs, who to carry out their purpose, whispered it in his ear and by him scattered it broad-cast over the land to damage the reputation of these men. And when the time comes for the proof where is it? Oh, it is Lockhart & Frew, and the oil combination of 1869, that was what was made use of to create a prejudice in the minds of the jury, and to make you believe that these men had violated their trust, and to get you to give a large verdict in favor of the plaintiffs. Now, where is the evidence? Look at the board of Directors of the Allegheny Valley Railroad. It is a home institution. It was built to promote the prosperity and wealth of this city. How is it managed and controlled? Its President is Col. Wm. Phillips; its Board of Directors, James Park, Jr., Felix R. Brunot, J. Patton Lyon, Wm. M. Lyon, B. F. Jones and Wm. K. Nimick; and now I ask you, as citizens as well as jurors, could you, if you were to go over this entire community to pick out men that you could trust in places of responsibility, could you find a better set of men than these? They are all our own citizens, and yet you are asked to believe that these directors have prostituted the high position which they held to favor this oil combination of 1869; and the most the plaintiffs could do was to single out Wm. K. Nimick and say he was a member of the company, and therefore he favored Lockhart & Frew. Col. Phillips went upon the stand and said Mr. Nimick never spoke to him but once about cars, and he told him he could not have more cars than any other person, and he remarked that if he had it in his power he would not have given him one. Now, gentlemen, was there any evidence on the other side to connect the company with the ring of 1869? Change your place and imagine yourself a director. I ask you what as a director you would expect under the circumstances, if you came into court and vindicated yourself honorably? Would you not expect the jury to say this charge is not true against you, and that they would take pleasure in acquitting you of it? Now, gentlemen, I want this groundless accusation out of the case. It was continually thrown out in cross-examination and insinuated that the number of cars Lockhart & Frew had allotted to them was too great, throwing out the suspicion constantly that this company was trying to build up one set of men and break down another. I ask you, gentlemen, if there is any evidence of that? Will you not take great pleasure in acquitting these men of this base charge? It is very hard for us always to keep the straight path in this world. "To err is human," but when you have an opportunity to do a good act to your fellow men is it not your place to say I will acquit him as I would desire the jury to acquit me. Now gentlemen of the jury, let me proceed to direct your attention to what I consider an important matter for your consideration in the outset of the case. The defendant before you is a corporation—as we say an artificial being as distinguished from a natural one. Created by the Legislature of your State it has certain important duties to perform. It is entrusted with large powers and those powers are granted to the corporation upon the condition that they shall be exercised for the good of all citizens alike, and for the welfare and prosperity of the commonwealth. The powers granted to that corporation are entrusted to a Board of Directors, and committed by them to different departments, and officers are appointed to exercise them. Now gentlemen as to the exercise oft his power, the law is clear and plain, and I have permission of his Honor to alude to the language made use of in one of our Supreme Court reports. Hear what the Supreme court says upon the subject; that is law, and binding upon everybody. I read from Sanford *vs.* Railroad Company, 12, Harris 384, Lewis, Chief Justice, declares that a corporation like this shall not possess and exercise powers to any one's detriment—that they must treat all alike—that they cannot set up one set of men or build up one branch of business to the injury of another branch of business. The powers of the company are liable to great abuse, and hence it is that the law holds a strong hand upon them, and he gives a homely illustration but a forcible one, that people who come to a railroad are to be treated like people who come to a grist-mill—they are to be treated in the order that they come. Now you are to presume that these men who had charge of the business of this railroad corporation, knew what the law was upon that subject. Col. Phillips told you upon the stand the directions he had given to Col. Lawrence, the General Superintendent, Mr. King, Assistant Superintendent, and in fact to all his officers, that they must not undertake to favor anybody, but all things being equal, I mean now as to classes of customers, that they were to treat them fairly and all alike. Then, gentlemen, that being true and these officers knowing their duty, I ask you whether, having this knowledge, you have not the right to presume that they carried it into the business every day, and that they acted upon it and in obedience to the law of the land. In this instance you have not only the declarations of Colonel Phillips and other officers of the road, as to their knowledge of the law, but you have also their repeated assertions that they strictly followed it. Now, they were managing this road in 1869, and a new business had sprung up peculiar to that company. No other railroad coming into Pittsburgh had any business like this in 1869. The transportation of oil was a matter they had to provide for, and they did make provisions for it. Oil was first carried in wooden barrels, and then in iron barrels, and then something better. The right hand of invention was exercised and iron tank cars were brought into use.

They had in 1869 150 of these cars, so that they were ready to take the oil as it was offered and to do the business as it was required of them. Col. Phillips says that at times there were in the shop from 15 to 20 cars undergoing repairs; that that would reduce the number of cars to 130, and from the uncontradicted testimony in this case, down to the month of December the cars they had were sufficient for all the business that was offered up until the 1st of December, 1869. They were shipping oil from Venango City, Parker's Landing, Scrubgrass and from Foster, and yet, after all the requirements that were made upon them up to December, 1869, there was no scarcity of cars. If the business had flowed on in its ordinary channel, there would have been no lack of cars that month.

But after that period there was an extraordinary demand for cars, because a number of men had seen fit to enter into one of the most perilous speculations that can be found in the history of Pennsylvania. These plaintiffs,—these young men, just starting in life—were engaged in the oil business at the time, and they had made contracts requiring a capital of some $200,000 or $300,000, to meet their engagements, as I think, I can satisfy you. They had contracted to deliver oil in Pittsburgh in vast quantities. A large number of other persons had embarked in the same perilous, dangerous business, and when December came, instead of the ordinary amount of oil coming to the railroad for shipment, the business of five or six months was crowded into that month. We had no part in bringing about this result. It was not our fault that these plaintiffs rashly embarked in a wild speculation. Then, gentlemen, when the first of December came, this cry for cars—this unusual demand was made. What was the company to do under these circumstances? On the 16th of August, 1869, there was a contract entered into between the Allegheny Valley Railroad Company and the plaintiffs in this case, not in anticipation of a pressure for cars, by which they were to be allowed a certain drawback on all the oil carried over the road for them. I think the Court will tell you that the company had a right to make this contract, that its effect was to invite competition by which in the end the public would be benefitted. That contract was entered into. Nobody for a moment supposed at that time that a storm was coming, and that it would break in December. It was supposed by every body, and this case shows it, that there was not to be any unusual occurrence in the oil business. It was believed that the oil business would move on in the ordinary way, and hence that contract was made by the parties in that belief. The Allegheny Valley Railroad could have carried the oil they had at that time and afterwards, if the dealers had pursued the business the way they had done before. In the month of October plaintiffs had shipped 15,000 barrels—in September 10,000, in the month of August less than that, and so on, as you go back towards the month of July. If they had kept shipping their oil as they had in previous months, this company would have taken it; but suddenly, for reasons best known to the plaintiffs, oil was crowded upon the company by them. Parties from whom the plaintiffs had purchased, the seller having the option to put the oil any time in 1869, elected to tender it to them in December, and the company was thus put in straightened circumstances for cars. That pressure commenced about the 1st day of December. As to this drawback contract, that was perfectly fair and right. The plaintiffs were to get the benefit of seven cents and a half per barrel as a drawback upon their oil carried over the road as long as they chose to ship oil under that contract, and if they did not choose to take that mode of transportation, and wanted to embark in the business to a greater extent than the railroad could carry it for them, they had their option to turn around and ship by river. It was for their benefit. That contract gave them an advantage in the market to the extent of seven cents and a half per barrel, and if they put themselves in a condition in August, or afterwards, by which they could not avail themselves of that contract, it is not the fault of this defendant. Now, the question, gentlemen of the jury, whether that contract required the defendants to carry all the oil plaintiffs should purchase in the month of December, the Court must decide. You will have to take its construction from the Court. It is a matter of law, and as I view the contract, it does not mean, that if they did more business in December than in any previous months, they could come in and say "here you must carry this oil, and if you do not carry it, it is a violation of your contract." If this unusual necessity for cars arose from the misconduct of the plaintiffs, then certainly they cannot accuse us of a violation of contract in not carrying more oil in December, 1869, than we would have to carry during the balance of the year, from the date of the contract. But about the 1st of December they found that they wanted cars, and Mr. Owston then comes to Col. Phillips. And here let me advert for a moment to the position held by these parties. Have you seen anything that led you to believe Col. Phillips was not a friend of Mr. Owston?

He said he had known him when a boy. He had a high regard for him, and Mr. Owston went to him from time to time getting favors. Col. Phillips says he went with Mr. Owston to see the General Superintendent, and told him to do all he could to give their firm cars, and that he had even gone and told them to do the very best they could for Mr. Owston when he was not present. So that, gentlemen, there was a feeling of friendship existing between these two men, and it will not do to say that Colonel Phillips entertained, or now entertains, a bitter feeling against Mr. Owston. I think you will see from the evidence that Colonel Phillips wanted to do all he could to assist Mr. Owston in his trouble—for there were many people in the oil trade in Pittsburgh trembling and shaking under the prospect before them in December, and many went down during that month. Mr. Owston comes to Colonel Phillips and wants him to relieve him of the contract to the extent of bringing down some barges. Mr. Phillips consented to it and allowed him to bring down five or six barges of oil from Oil City. Mr. Owston said, when on the stand, six, and afterwards he said seven, and after that again eight. But the number he got, whatever it was, Colonel Phillips allowed him to bring down the river. He brought that oil to Pittsburgh with a distinct understanding that after he got his oil down from Oil City, he would sell his barges and would not ship any more by river. About the 15th of the month, the last boat arrived in Pittsburgh and was unloaded; on the 16th Mr. Owston went to see Col. Phillips. What was the object of his visit? To see if he could get permission again to do the same thing. Col. Phillips said to him, "No. I have already permitted you to take down five or six barges. I have done all that I think I am called upon to do. I am unwilling for you to engage in this business, and if you do not like the contract you have made with us, you can turn around and ship by river." He had that election, but he did not make it, and chose to stand by the contract.

Colonel Phillips swears that he went away after that interview satisfied. Now, gentlemen of the jury, is that story true or not? Because it comes to be a question of truth and veracity in this matter. Either Mr. Owston is wrong and Colonel Phillips right, or Colonel Phillips is wrong and Mr. Owston right. Mr. Owston was no doubt perplexed at the time. He did not see how he could escape from his entanglements, and you must make allowance if he could not recollect the transaction as well as Colonel Phillips. Colonel Phillips has nothing at stake in this case but to tell the truth; and I do not believe that for the wealth the city of Pittsburgh contains he would go on that witness stand and make that statement unless it was true. He has lived too long here, and is known too well to be even suspected of not being truthful. Mr. Owston then goes away satisfied. What was his conduct? When he went to Col. Phillips and asked this favor, was he charged with a violation of his contract. He said it had not been violated by their firm. He testified here in court that he had not violated it. Did he or his firm break it at any time during the month of December? Mr. Sowers, when he was on the stand, was asked the question whether their firm had dealt in barge oil, with the exception of that allowed by Col. Phillips, and said "No," and I asked him the question repeatedly: Have you bought any oil to be delivered in barge from Parker, Thompson & Co., or have you dealt in oil in any way in violation of that contract? He said he had not. Now, did he tell the truth? Why we brought before you a witness—Mr. Parker—who is not acting in any way with us—you saw him upon the stand; you heard his statement—and here arises a question of veracity between Mr. Parker and Mr. Sowers, and the jury will have to say which they believe. He said "he resided in Oil City in 1869, and kept books for Parker, Thompson & Co. Our firm partially filled a barge and received instructions to fill a boat for the firm of Owston & Sowers. He did not know where it went to." Now, give them the allowance that it was the same oil Col. Phillips permitted them to take down, and treat Mr. Sowers, so far as that is concerned, fairly. Then, about the 20th of December, he testified, "we delivered Fisher Brothers a barge of oil 1,070 barrels, on account of Owston & Sowers—the latter bought the oil from Parker, Thompson & Co., and gave instructions to deliver it to Fisher & Bros.; we did so at the wharf from our tank." Now there stands Sowers with the solemn declaration falling from his lips in your presence, that there never was such a transaction as that: and there stands Mr. Parker on the other side, that there was, giving day and date; moreover, stating that he had got a check from Mr. Sowers for the difference to Parker, Thompson & Co. I ask you to look at it. Who has told the truth? Pray why did they buy the oil? Mr. Owston and Mr. Sowers came on the stand and tried to explain it, saying that they bought it by tank measure. My learned friend saw that he would have to make some escape from that statement; and then they said it was bought by tank measure. But Mr. Parker says it was delivered at the wharf. Why did they buy it? They bought that oil from Parker, Thompson & Co., in Oil City. There was no connection between the pipe of Owston & Sowers and Parker, Thompson & Co. on this side of the river. There was no connection between their pipes on the Oil City side. Why did they buy it? Now, as to that transaction, will you not rather believe the man who can give day and date, as Parker does, and who has no interest in this case, than Owston & Sowers? If you believe they did that act, then they broke their contract out and out. But I must remark further upon this contract. When Mr. Owston was on the stand, the question was asked him pointedly whether he had been dealing in barge oil—other than that permitted by Col. Phillips. He said he had not. Did you not hear that statement? And yet we bring Major Frew upon the stand, and he says he paid Mr. Owston for twenty-one barges of oil delivered in December, and there lie the receipts upon the table for the money. But taking seven, or even eight from the twenty-one barges, you have the residue, thirteen barges that he brought down and was paid for. *Thirteen times he broke his contract.* Now, can you shut your eyes to this fact? Can you take Mr. Owston's explanation?

Why, he had to admit in his explanation on the stand that he bought that oil in Pittsburgh, transferred it to Lockhart & Frew, and got the money on it. I think his Honor will instruct you that just such acts as these, such as we have shown here, worked a breach of the contract and its forfeiture. I ask you to lay that evidence close to your consciences. Can these men, in good faith, ask oil to be carried under that contract, broken by them thirteen times?

I ask you, when you come to consider this case, to take up the evidence and look at it, and if you have any doubt upon the subject, reflect how Major Frew testified that there was a number of cars of Owston & Sowers consigned to Lockhart & Frew, and they paid for them. That same oil was run up in cars to the Cosmos oil works, pumped into a barge, taken down the Allegheny river, and delivered a second time to Lockhart & Frew, and a second time paid for. Oh, they say, that was a mistake—but a very ugly mistake to make in business.

If the most of us pay our debts once, it is doing very well; but to have to pay them twice is a little too much. If you can gloss over that transaction by Mr. Owston's explanation of it, I am at a loss to know what a man cannot fraudulently do and afterwards patch up. If this is the way that firm transact their business, I do not wonder that bankruptcy took them by the neck and shook them to pieces.

Now, we come to the first verbal contract set up by the plaintiffs in this case, and you must pardon me, if I tax your patience somewhat—because for eleven days we have been taking evidence, and it shall be my earnest endeavor to take out of this mass of it what bears upon the case and let the rest go, and not weary you.

An interview takes place between Col. Phillips and Mr. Owston about the 16th of December. Mr. Owston alleges that Col. Phillips agreed at that time that if he would give up bringing oil down in boats, that he would carry his oil for him on the railroad. That is his allegation. Col. Phillips positively and squarely says that no such transaction as that ever took place. What fact in the case corroborates Mr. Owston? I say there is not one corroborating fact in the case that would lead you to believe that any such arrangement was made. On the contrary, there is a most marvellous statement made by Mr. Owston to Col. Phillips. That was, that he had 40,000 barrels of oil to bring down to Pittsburgh—that he wanted transportation in cars, and that he wanted Col. Phillips to undertake to carry that oil for him. Consider on the 16th of the month the pressure that was on the company for cars, people running and demanding them every day, and Col. Phillips and other officers of the company almost wild because of these repeated applications which they could not meet. Is it at all probable that Col. Phillips, good business man as he is, would have ventured on such a contract as that? Especially when he is informed that he was required to furnish transportation for a large quantity of oil, 40,000 barrels, to Pittsburgh? On the 16th of the month, if you had been there, and had been possessed of all the knowledge he had as to oil coming down the road, and the pressure for cars, the difficulties in the way, parties refusing to unload here; I ask you whether it is at all probable, if you had been in such a situation as that, you would have made any such contract with Mr. Owston? I think you would not. His statement is absurd in the highest degree, wholly improbable, and totally unworthy of belief. Col. Phillips, in his evidence, denies squarely and pointedly any such contract, and he is corroborated by all the facts and circumstances existing at the time, showing the great improbability of his having undertaken to do such a thing. It would have taken the entire rolling stock of the company for the carriage of oil to have carried out any such contract. I do not know whether my learned friend is serious or not in pressing this contract upon your attention, or considers the evidence relating to it only as important on another part of the case. Certain it is, that Mr. Owston, a few days afterwards—about the 20th as he says—went to see Col. Lawrence for the purpose of getting cars. This is an important turning point in the case, for it is alleged that about the 20th of December another and different contract was made with the company. It is a very singular fact indeed if he had on the 16th such a contract, of so much advantage to him, by which he could have an unlimited number of cars, that he should call on Col. Lawrence and make a contract by which he was to have a limited number. By the other contract, of the 16th, he was to have all the cars he wanted, whether it would take twenty or forty cars a day. But on the 20th he goes to the company's office to look after cars, and he says he made a contract that day—for 20 cars a day for the balance of the month. Now, was this contract made? Because when we come to look at this case we will find upon a consideration of the evidence that unless they establish that contract to your entire satisfaction they have no case at all. None whatever, for the alleged contract of the 16th December is clearly disproved. Now, what was the condition of the company as to the movement of oil about the 20th of that month? You have Col. Phillips declaring that the detention of the oil cars at Pittsburgh commenced about the first of that month. You will remember that there had been collecting between the 3d and 10th of December over 100 oil cars on the sidings at Venango City. The shippers had been loading them there as rapidly as they could after the 11th. They had come down to the city, and were placed upon the sidings at the different oil refineries, and a large number went on the West Penn Railroad. There was great detention in the unloading of cars at all points. There is no doubt about it. The evidence is overwhelming on the point. It is proved by Owston himself coming to the Pittsburg office to inquire, daily, if he could not get cars. It is proved by all the witnesses in this case that about that time there was a great pressure for cars. Mr. Lawrence tells you that at that time there was a demand for four times the rolling stock they had. Mr. Bates tells you the same thing. Every witness corroborates it. The Dispatcher of the Allegheny Valley Railroad Company in this city proves it, going to the refineries daily and urging them to unload the cars. We brought before you the engineer who had charge of the movement of trains at the outer depot; he corroborates it, and thus both state further, that a few days after the 20th, this detention had grown to be such an evil and had so deranged the operations of the road that Col. Phillips directed the General Superintendent to give notice to all the oil dealers in

[Continued on Fourth Page.]

CITY MATTERS IN BRIEF.

LAST day of the Florences—two performances.

THE new style matrimonial contracts—"mother's option"—don't pay.

HON. J. M. KIRKPATRICK returned yesterday from a visit to Washington, D. C., looking as well as ever.

CAPT. JESSE DEAN, well known in this city, had a stroke of paralysis yesterday at Rochester, Pa., and is seriously ill.

DUGAN, Berry and Lutz, who were arrested for the larceny of some lead pencils and mucilage from the Western Union telegraph office, were committed to jail yesterday for trial.

AN information was made before Mayor Blackmore, yesterday, by Barbara Cauley, who charged Catharine Carey with adultery. The accused was arrested and held for a hearing.

LIEUT. M. V. HAZEN yesterday made an information before Mayor Blackmore, charging J. P. Dougherty with maintaining a disorderly house on Webster avenue. The same defendant is also charged with selling liquor to minors. He was commited for trial.

THE following committee has been appointed by the Boatman's Association, of Pittsburgh, to attend the Convention for the Improvement of the Ohio River, to be held at Cincinnati, Ohio, on Tuesday next: Capt. John A. Wood, Capt. M. Beltzhoover, Capt. James Blackmore, Capt. J. T. Stockdale, John C. Risher.

AT A MEETING of the stockholders of the Pittsburgh and McKeesport Car Company, held at the office of Craig Brothers, yesterday, the following gentlemen were elected directors: Messrs. Wm. H. Brown, President; T. J. Craig, Secretary; R. C. Loomis, Treasurer; John F. Dravo, Wm. Douglass, James O'Neil and J. N. Shallenberger. Mr. J. N. Shallenberger was re-elected Superintendent of the Company.

LITERARY ENTERTAINMENTS, school exhibitions and similar performances now-a-days, are entirely too barren of humorous selections. It is a wonder that those who participate in exhibitions of this class do not notice how heartily relieved an audience feels when it gets an opportunity to laugh. Too much rhetoric, philosophy and tedious essays, read with the dignity becoming a funeral ceremony, seldom instruct and never entertain. Reform it all together.

THE PHILOMATH LITERARY SOCIETY, of Allegheny, gave its second annual entertainment at the Academy of Music last night, to a large audience. The programme was an excellent one, comprising readings and recitations, and Boucicault's Comedy of "Andy Blake." Lack of space this morning prevents us referring to the several performances of the ladies and gentlemen of the society. Suffice it to say that the audience appeared to be well satisfied.

THE horses attached to one of Moorhead & Co.'s wagons met a narrow escape from death yesterday on Liberty street. The driver was just crossing the track, near the mouth of Grant street, when his horses suddenly stalled. A shifting engine backed against the vehicle and shoved it about ten yards down the street, dragging the horses along. How they escaped instant death is a mystery. But they did and were but slightly injured.

THE Grand Army Fair was well attended last night. The gold-headed cane for the most popular councilman was won by Capt. Gallisath, who received 581 votes. Wm. Holtzheimer captured the keg of wine with 460 votes, and Miss Josie Barthberger won the beautiful wreath presented by Capt. Gallisath. The voting on the dressing gown will not close until this evening. The old folks concert was a thorough success last evening, and will be repeated to-night. Remember this will be the last day of the Fair, and it should be taken advantage of to aid the excellent cause for which it is held.

Important to Coal Men.

The attention of coal dealers is directed to a card in another column under the above head. The Consolidated Gas Company of this city offer to test and ascertain the value of all coal for gas purposes free of charge, simply requiring the dealer to ship one car load of coal to make the test. For particulars see the advertisement.

Every Body

in want of pure Rye Whisky or the best brands of imported wines, should go to Kiser & Clark's, No. 166 Wood street, they keep the best.

Y. M. C. A.—Rev. L. M. Gardner will deliver a sermon to young men in the Liberty Street M. E. Church, corner Liberty and Fourth streets, to-morrow (Sabbath) evening, February 18, under the auspices of the Young Men's Christian Association. A cordial welcome is extended to all, especially young men.

ONE PER CENT. discount allowed on all bills paid within ten days from date of purchase by T. C. Jenkins & Bro. tf

Steinway Pianos—Bulletin No. 36.

The following weekly sales of the unrivalled Steinway Pianos were made since the publication of last bulletin:

Rev. E. P. Hargrave bought a Steinway Square Piano.

Thomas C. Lazear, Esq., bought a Steinway Square Piano.

Mrs. A. Scherer bought a Steinway Square Piano.

W. H. Carpenter, Esq., bought a Steinway Square Piano, etc.

Nothing short of a Steinway will now-a-days satisfy people at all posted in musical matters. Purchasers about to invest five or six hundred dollars in a piano and no judge of the article themselves, feel the want of some absolute assurance that they will receive the worth of their money, and such assurance can be furnished only by the overwhelming reputation and popularity of the Steinways. Go and ask the thirty thousand owners of Steinway pianos what they think of them. There are almost daily applications at H. Kleber & Bro.'s, the sole agents, to exchange pianos for a Steinway, and people of culture and standing in society will tolerate nothing else than that make of instrument.

The Baby in the House.

The inventor of the contrivance called "A Baby Chair" certainly stands a good chance of winning immortal fame—there would be no sort of doubt of it, if the little creatures could have their way. It is constructed and operates on the true principle. In the language of the inventor, "in this chair babies can sit down, stand up, turn around, walk, run, jump and gallop around the circle, swing, keep time to music, long before they can run about; it is complete, perfect and safe." It is at once relief to the child, nurse and mother. In a word, it suits exactly—and this is said not from hearsay. It is an instructor in the mystery of walking, a strengthener of the limbs, developer of the system, and a source of amusement. It may not be that children, as yet, cry for them, but it is a well attested fact that they cease to cry when once the treasure is possessed. The impatient reader—father, of course—needs only to be informed that Mr. Sharp, the agent, is at J. R. Putnam's, 72 Fifth avenue, that the chair with all its gearing—which is substantial and neat—is sold for $6, and that not single chairs only, but chairs at wholesale and rights to sell will be disposed of by Mr. Sharp, who has a list of a number of our principal families who have permitted him to refer to them as being only to happy to bear testimony to the excellence of this latest blessing—after the baby—in the nursery. WYSITH

The Ben Franklin.

Of the many Fire Insurance Companies doing business in this locality, none enjoy a higher reputation in the community, or receive a larger share of public patronage than the Ben Franklin Insurance Company of Allegheny, and no company offers better security to the policy holder. The company is managed largely by a Board of Directors composed of some of the leading business men and capitalists of the city, with Mr. Henry Irwin as President, Mr. George D. Riddle as Secretary and Mr. R. E. Herron as General Agent. The general office of the company is at No. 16 West Ohio street, Allegheny, where persons desiring to insure should call and ascertain their terms.

[From the Vermont Record and Farmer.]

AFTER a careful examination of the principles of construction, workmanship and finish of the *Howe Scales* we have no hesitation in saying that in our opinion they are superior to any we have ever seen. The pivots are all protected from injury and exposure. They are so made as to combine the *utmost possible delicacy* with strength and durability.

We noticed that a weight of one ounce would turn the beam of the Dormant Scale having a capacity of 3,500 pounds. Souder & McClurg, agents for Pennsylvania, 63 Wood street.

Pure Liquors.

Kiser & Clark at 166 Wood street, keep the very best quality of foreign and domestic liquors to be found in the city.

A New House.

Public attention is directed to the card in another column of L. R. Norton, State Agent for the sale of the justly celebrated Jewett & Goodman's Organs and Melodeons. Mr. Norton has established himself at No. 118 Smithfield street, second floor, where he has on hand a fine stock of Organs and Melodeons manufactured by Jewett & Goodman. He is also sole agent for the F. C. Lighte & Co. Pianos, an instrument which has no superior and few, if any, equals in the market.

PINTS AND QUARTS of filthy catarrhal discharges. Where does it come from? The mucous membrane, lining the chambers of the nose, and its little glands, are diseased, so that they draw from the blood its liquid, and exposure to the air changes it into corruption. This life-liquid was to build up the system, but it is extracted and the system is weakened by the loss. To cure, gain flesh and strength by using Dr. Pierce's Golden Medical discovery, which also acts directly upon these glands, correcting them, apply Dr. Sage's Catarrh remedy with Dr. Pierce's nasal Douche, the only method of reaching the upper cavities where the discharge accumulates and comes from. The instrument and two medicines sold for $2 by all Druggists. 571.

Fine Paintings.

The valuable collection belonging to Mr. J. E. McClees, of Philadelphia, is now on exhibition at No. 87 Smithfield street, and will be sold at public sale on Wednesday and Thursday evenings of next week. All who have any appreciation of fine pictures should examine this collection.

REV. VAN DEMARK's subject for to-morrow evening—"The Harbor."

BE kind to the unfortunate; stick to your friends; paddle your own canoe, and drink nothing but Pier, Dannals & Co.'s Cream Ale, and you won't sleep the worse for it at night. Office, corner Stevenson street and Fifth avenue.

USE Jenkins & Bro.'s roast coffee, guaranteed equal to any in use. tf

☞ *Advertisements on this page under the several heads of* WANTED, FOR SALE, FOR RENT, *&c., will be inserted at transient rates only*—TEN CENTS *per line for each insertion. No advertisement less than* THIRTY CENTS.

FOR RENT.

FOR RENT—RESIDENCE ON SOUTH Avenue, Allegheny city, Brick; 11 Rooms, Gas and Water, Boston Range, large Lot. Rent low to a good tenant. Apply to CROFT & PHILLIPS, Real Estate Agents, opposite Postoffice.

143. FOR RENT—A LARGE TWO-STORY DWELLING HOUSE, with Stable and other out-buildings, No. 39 Robinson street, Allegheny. The house contains 10 rooms, and has gas, water, and all the modern conveniences. Inquire of A. BAILLIE, Alderman, No. 127 Lacock street, Allegheny, or GEO. T. OLIVER, Attorney, No. 143 Fourth avenue, Pittsburgh. TUTHS

FOR RENT—COUNTRY RESIDENCE—A desirable Country Residence on the Perrysville Plankroad, one mile from Allegheny city. House in good order; 12 Rooms, Stable, Carriage House, &c. Two to three Acres of Orchard and Garden, and six Acres of Meadow. Inquire of W. B. PUSEY, on the premises. TThstf

FOR RENT—OFFICE—A DESIRABLE Office to rent under the National Bank of Commerce, corner Wood street and Sixth avenue. Apply to BERRY & COURTNEY.

FOR RENT—BUILDING—ONE STORY Brick Building, corner Front street and Cherry alley, suitable for a Shop, Warehouse, &c. D. W. C. BIDWELL & CO., corner Water street and Cherry alley.

103. FOR RENT—HOUSES—TWO TWO NEW BRICK HOUSES of nine rooms each, on Denison avenue, East Liberty. Also, New Frame House of eleven rooms, at Hawkins' Station, Pennsylvania Railroad. Inquire of JOHN GRAZIER, 103 Smithfield street.

31. FOR RENT—A FIRST-CLASS Steamboat Office. Inquire at 31 Water street.

FOR RENT—FIRST-CLASS OFFICES and Private Rooms, on Second and Third Floors of Apollo Building, No. 80 Fourth avenue. Also, Apollo Hall, size 60 by 40 feet, well lighted and finished in good style, with Ante-Rooms attached. Inquire of ROBINSON BROS., No. 78 Fourth avenue.

87. FOR RENT—BASEMENT STORE-ROOM in M. and M. Insurance Co.'s Building, No. 87 Wood street. Inquire of M. and M. Insurance Co. tf

25. FOR RENT—A THREE-STORY Warehouse, situate on Virgin alley, between Wood and Liberty sts. Inquire of W. A. HOEVELER, No. 25 Seventh street. tf

23. FOR RENT—THE FOLLOWING large Rooms, at 23 Fifth avenue, either singly or together, viz:

Three Rooms, First Floor, over Oliver McClintock & Co's Carpet Warerooms: No. 1, a large and well lighted Room, fronting on Fifth avenue, size 70 by 16 feet. No. 2, a small Room, well lighted, back of No. 1, 18 by 16 feet. No. 3, an immense and splendidly lighted Room, back of No. 2, 115 by 46 feet.

Three Rooms, Second Floor—No. 1 a large well lighted Room, fronting on Fifth avenue, size 31 by 22 feet. No. 2, small Room, back of No. 1, 20 by 17 feet. No. 3, small Room, back of No. 2, 18 by 17 feet.

The three Rooms on second floor may be thrown into one Room. Possession given immediately.

Apply to OLIVER McCLINTOCK, W. L. McCLINTOCK and JAS. S. McCORD, Executors of Washington McClintock, deceased, 23 Fifth avenue, Pittsburgh. tf

157. FOR RENT—DUQUESNE WAY LOT—Vacant Lot, 72 by 270 feet on Duquesne Way, below St. Clair street, now occupied as a metal yard. Inquire of JOHN WAY, JR., Sewickleyville, Pa., or 157 Liberty street, Pittsburgh.

160. FOR RENT—OFFICES AND Lodging Rooms, at No. 160 Fourth avenue. The Rooms are spacious, well finished and suitable for these purposes. Inquire of R. B. CARNAHAN, Attorney-at-Law, No. 160 Fourth avenue. tf

FOR RENT—A FINE RESIDENCE AT Brushton station, Pennsylvania Railroad, or can be bought at a low price and on easy terms. Inquire of EDWARD DITHRIDGE, Fort Pitt Glass Works.

93. FOR RENT—DESIRABLE WAREHOUSE, No. 93 Water street. Possession given immediately. Apply on premises, up stairs.

FOR RENT—ROOMS—ON FIFTH AVENUE, in First National Bank Building; one Room in Basement fronting Fifth avenue, one Room in Second Story fronting Fifth avenue. Inquire of J. D. SCULLY, Cashier.

58. FOR RENT—WILKINS HALL—This Property will be for Lease for a term of years. Possession given first of January, 1872. For terms inquire of ROBT. H. HARTLEY, No. 58 Smithfield street.

169. FOR RENT—WAREHOUSE—That large, substantial Four-story Brick Warehouse, No. 169 Second avenue, convenient to the Connellsville Railroad, suitable for manufacturing purposes. Apply to ATTERBURY & CO., Carson and Tenth streets, Birmingham.

PERSONAL.

PERSONAL—MISS MINNIE, YOU CAN get the most delicate Perfumes at CHAS. ABEL & CO'S Perfumery, 172 Wylie avenue.

BANNER BAKING POWDER.

The very best article for producing, in a few minutes, perfectly Light, Sweet, Nutritious and Delicious Biscuit, Rolls, Fancy and other Cakes Pastry and Puddings.

PREPARED BY JESSE H. LIPPINCOTT PITTSBURGH.

WANTED.

WANTED—TO ADOPT—A RESPECTABLE Family to adopt a fine Male Child, three months of age. For further information address Box B A, Commercial office.

WANTED — SITUATION — IN THE Stationery, Blank Book and Printing Business, by a Young Man of four years experience in Chicago, at present residing in Titusville, Pa. Address W. A. HAYWARD, Titusville, Pa.

WANTED — AGENTS AND LADDER HANDS—Men of experience who speak both German and English. Address Canton Lighting Rod Co., Canton, Ohio.

WANTED—SITUATION—BY A MAN of large experience a position as Manager in a General Grocery and Dry Goods Trade, where there would be a prospect of obtaining an interest in the business at a future time. References as to character and qualification unexceptionable. Address BUSINESS, Box 839, Pittsburgh, Pa.

WANTED—ENGINE—A MODERN built Slide Valve Horizontal Engine, 15 by 30 (or size approximate), double ported, mounted on good bed plate, with or without band wheel. Address Box 5, Pittsburgh.

WANTED—TO SELL—TWENTY-SIX Lots in the Tenth Ward; 5 Houses on the premises, one of 12 Rooms. $7,500 insurance on the Buildings. Will take $600 per Lot. Terms easy. Inquire of JACOB GLOSSER, Nos. 67 and 69 Fifth avenue. tf

WANTED—BUSINESS MAN—A MAN with $8,000 and good business qualifications may learn of an opportunity of securing a valuable interest in a first-class established business in this city, by addressing "BOX N," Pittsburgh Commercial.

WANTED—MORTGAGES—SEVERAL first-class Mortgages. Principals only need apply. Call at or address Penn Mutual Life Insurance Co. Office 106 Fourth avenue, Pittsburgh. tf

WANTED—GIRLS—FOR CITY AND country; Men wanting Farm work, Gardening, Driving, &c. Employment Office, No. 1 Sixth st.

WANTED—EVERYBODY—ANNOYED with Rats, Mice or Roaches to try Abel's Vermin Exterminator. Prepared and sold by CHAS. ABEL & CO., Druggists, 172 Wylie avenue.

WANTED—SITUATIONS—FOR MILL Manager, Engineers, Rail, Bar and Steel Rollers, Puddlers, Heaters, Bricklayers and Millwrights. Address Iron Workers' Labor Exchange, Room 8, First National Bank Building, Pittsburgh, Pa. C. A. BURROWS, Secretary.

BOARDING.

BOARDING—A LARGE FRONT ROOM, suitable for a Lady and Gentleman or two single Gentlemen, with Board, at 150 Third avenue.

BOARDING — PLEASANT ROOMS, with Board, at No. 256 Penn street, from April 1st. Inquire immediately, at No. 25 Sixth avenue, Pittsburgh, Pa.

BOARDING—WANTED FOR GENTLEMAN, Wife, Child and Nurse, at Shady Side or East Liberty. A private family preferred. Address Box C. B., Commercial office.

BUSINESS CHANCES.

TO DENTISTS—A FINE SUIT OF Rooms, now used as a Dental Office, located in the central and business portion of one of the best suburban towns in Allegheny county is for rent from 1st of April. This Dental Office is the oldest in the place and well established. There is a population of over 5,000 surrounding. Present occupant will dispose of furniture, good will, &c., at very reasonable terms, if desired. Only one other Dental Office within eight miles. Address for further information WM. SEYBOLD & SON, Box 135 McKeesport, Pa. STU-tf

FOR SALE.

FOR SALE—A GOOD HOUSE AND Large Lot for sale at great bargain. Inquire of C. W. ROBB, 91 Diamond street, Pittsburgh.

FOR SALE—HOTEL—THE SUBSCRIBER offers for sale his well known City Hotel, Main street, Monongahela City. Possession given immediately. Terms easy. Inquire on the premises, or of WM. J. ALEXANDER, at the Banking House of Alexander & Co. CALEB HARVEY.

FOR SALE—A. S. CAMERON & CO.'S Steam Pumps, suitable for every purpose to which Steam Pumps can be applied. Having been largely improved, we offer them as the best and cheapest in the market. ATWOOD & McCAFFREY, corner Third avenue and Liberty street, Pittsburgh, Pa. TThs

FOR SALE LOW—HOUSE AND LOT—The large Lot corner Bluff and Marion streets, 107 by 100 feet, with two story Brick House, Stable, Carriage House and Wash House; very desirable location, with Large Yard, Trees, Shrubbery, &c. Can be divided into four Lots. D. W. C. BIDWELL & CO., corner Water street and Cherry alley.

FOR SALE—FOUR ENGINES—ONE 12x20, one 7x20, one 7x16 and one 5x10. M. B. COCHRAN, 143 Liberty street. tf

FOR SALE—BELTING AND HOSE—Pure Oak Tanned Leather Belting and Hose, at HARTLEY, McKEE & CO.'S, 58 Smithfield street. s

FOR SALE—A GOOD FRAME HOUSE OF TEN ROOMS and Stable and Four Acres of Ground. Lot planted with fruit of all kinds, at Edgewood Station, Pennsylvania Railroad.

Also, 2 new Brick Houses, of 9 rooms, on Denison avenue, East Liberty.

Also, a House of 18 rooms, and 6 Lots on Rebecca street, Allegheny city.

Also, on the same street, 1 acre of Ground, suitable for manufacturing site.

Also, a new Brick House of 6 rooms and good lot 23½x112, on same street.

Also, a Brick House of 8 rooms on Third avenue, Pittsburgh.

A Frame House of 11 rooms and 1 acre of Ground near Hawkins' Station, or can get 20 acres with the above house if desired.

12 Building Lots on Ridge street, Allegheny city.

All of the above can be bought cheap. Inquire of J. GRAZIER, No. 103 Smithfield street.

FOR SALE OR RENT—DESIRABLE RESIDENCE—Dwelling and Grounds of the late James W. Kennedy, 13 Parke street, Allegheny. The dwelling is a perfect home, containing 15 rooms and all the modern improvements, including gas, water, heater, &c. The grounds are tastefully graded, drained and terraced, and furnish a full supply of fruit for family use. For full particulars apply to Mrs. KENNEDY, on the premises, to A. D. SMITH, 122 Second street, or to S. B. McELROY, 54 Wood street.

FOR SALE — STOCK — 15 SHARES of Stock Central Loan and Building Association. For further information apply to this office.

FOR SALE — THE ENTIRE STOCK, Tools and Machinery of the Hy[illegible]as Meter Co., 240 Penn street, at private sale [illegible]. A good chance for Tinners. tf

FOR SALE—ENGINES AND BOILERS—New and Second-hand, of all sizes. Stationary and Portable, from 2 to 60 horse-power, now on hand. JAMES HILL & CO., corner Marion avenue and P. Ft. W. & C. R. R., Allegheny, Pa.

FOR SALE—ONE SMALL UPRIGHT Engine, in good order, at No. 13 Second avenue, Pittsburgh. tf

FOR SALE—SCHOOL BONDS—THE Central Board of Education of the city of Pittsburgh offers for sale a small number of 7 per cent. Coupon Bonds, issued in sums of one thousand dollars, with principal payable October 1st, 1876, which are confidently offered to capitalists as a perfectly safe investment, and probably the most desirable security now in the market. This is a home investment, known to be secure beyond a doubt. The Bonds are exempt from all county and municipal taxes, and present the desirable qualities of absolute safety and liberal interest. For particulars inquire of J. R. McCUNE, Treasurer, at Union National Bank.

FOR SALE—FARM—A VALUABLE Farm of 96 Acres, 156 Perches, all underlaid with Coal, in Upper St. Clair township, Allegheny county, Pa., late the property of Jas. S. Neeld, deceased, adjoining lands of H. Ray, J. McMillen, Jr., W. Lesnett, S. Gollins and others, about ten miles from the city of Pittsburgh, and half a mile from the Chartiers Railroad. Title indisputable and terms of sale easy. For particulars inquire of J. W. F. WHITE, 106 Fourth ave. Pittsburgh.

DIVIDENDS.

DIVIDEND NOTICE — THE Directors of the NATIONAL MINING COMPANY have this day declared a Dividend of ONE DOLLAR a share on the capital stock, payable on and after TUESDAY, the 20th day of February, 1872, to Stockholders of record, at the close of business this day. New England Stockholders will be paid at the office of J. W. Clark & Co., No. 28 Milk street, Boston. All others at the office of the Treasurer, in Pittsburgh.
JAMES M. COOPER,
Treasurer National Mining Company.
Pittsburgh, February 14, 1872.

DIVIDEND NO. 22—WARREN AND VENANGO OIL CO.—The Board of Directors have this day declared a Dividend of THREE (83) DOLLARS per share, payable forthwith, at the Office of the Company, No. 89 Fifth avenue, Pittsburgh, Pa.
J. S. FERGUSON, Clerk.
February 13, 1872.

NOTICES.

HEADQUARTERS REPUBLICAN STATE CENTRAL COMMITTEE OF PENNSYLVANIA.
Philadelphia, February 5, 1872.
In pursuance of the resolution of the REPUBLICAN STATE CENTRAL COMMITTEE, adopted at Harrisburg, January 18, 1872, A REPUBLICAN STATE CONVENTION, composed of Delegates from each Senatorial and Representative District, in the number to which such District is entitled in the Legislature, will meet in the Hall of the House of Representatives, at Harrisburg, at 12 o'clock, noon, on WEDNESDAY, the 10th day of April, A. D., 1872, to nominate candidates for Governor, Judge of the Supreme Court, Auditor General (should the Legislature provide for the choice of one by the people), and an Electoral Ticket; and also to elect Senatorial and Representative Delegates to represent this State in the REPUBLICAN NATIONAL CONVENTION, to be held at Philadelphia June 5, 1872.
RUSSELL ERRETT, Chairman.
WM. ELLIOTT,
D. F. HOUSTON,
EZRA LUKENS,
P. M. LYTLE,
Secretaries.

OFFICE OF THE INSPECTOR OF GAS AND GAS METERS OF ALLEGHENY COUNTY.—Desiring that the public should more generally avail themselves of the advantages of this office, I would give notice to persons desiring to have their meters tested to leave their orders at the offices of their respective Gas Companies, or at my office, corner of Twenty-third and Smallman streets, and they shall receive prompt attention.
R. H. SMITH, Inspector.

ELECTION NOTICES.

ALLEGHENY VALLEY RAILROAD COMPANY—The annual meeting of the Stockholders of the Allegheny Valley Railroad Company will be held at the General Office, corner of Eleventh and Pike streets, Pittsburgh, Pa., on TUESDAY, THE 20TH DAY OF FEBRUARY, 1872, at 11 o'clock A. M., for the purpose of electing a Board of Managers, and for the transaction of such other business as may be brought before them.
W. PHILLIPS, President.
W. A. TOMLINSON, Secretary. TThs

MONONGAHELA BRIDGE COMPANY—ELECTION NOTICE.—An Election for Thirteen Managers of the Company for Erecting a Bridge over the Monongahela river, opposite Pittsburgh, in the county of Allegheny, will be held at the Toll House of the Bridge, on MONDAY, March 4th, between the hours of 10 A. M. and 3 P. M.
JNO. G. HOLMES, Treasurer.
Pittsburgh, February 14, 1872.

FACTORY TO RENT.

A Building suitable for Factory, built for Turner Hall, in Cumberland, Maryland.

Ten Thousand inhabitants and no Manufacteries, but large Railroad Rolling Mill and largest Furniture Factory in the State. Upper Room 50 feet square, will be supplied by owner with Steam Power if desired. Splendid opening; two mining regions draw their supplies from Cumberland.
Address or apply to
GEORGE HENDERSON, Jr.,
Cumberland, Maryland.
P. S.—Railroad center, two Roads to Pittsburgh and two to New York and Baltimore and Philadelphia, and head of Canal, &c., &c., and three Railroads to mining regions in vicinity.

NEW CROP
CHOICE JAPAN TEA.
Just received by overland route, several invoices Fragrant New Crop Uncolored Japan Tea, very choice, put up in handsome lacquered caddies, for family use, or for sale by the pound or half chest, by
JOHN A. RENSHAW & CO.,
Corner Liberty and Ninth streets

Dilworth Brothers,
243
LIBERTY ST.,
ARE JUST RECEIVING
180 Barrels H. & E. DOUBLE EXTRA SYRUP,
400 Barrels H. & E. FANCY SYRUP,
THE FINEST GOODS IN MARKET.
327 bags strictly prime Coffee
480 bags Fancy Coffee,
BOUGHT DURING THE RECENT DECLINE, AND WILL BE SOLD AT LESS THAN EASTERN PRICES.
They also Invite Attention to their
PRIME ROASTED
COFFEE,
PUT UP IN THEIR NEW WRAPPERS AND WARRANTED TO GIVE UNIVERSAL SATISFACTION.

AMERICAN BROILER

PATENTED
JULY 21 '68 & OCT 19 '69

An invaluable improvement on all preceding or existing methods. Brings into complete operation all the natural principles essential to perfect Broiling. Saves Fifty Per Cent. in Time, Fuel and Nutriment. One of the lightest, simplest and cheapest of kitchen utensils. No charcoal and no preparation of fire required. Equally good over wood or coal. Fits all sized stove or range openings. Now in use over three years, with universal satisfaction. Guaranteed Explanatory Circulars sent on application. Price, $2 00. Liberal discount to the trade.

All of our Boilers have Brass Labels attached, with Name and Trade Mark stamped thereon, and we caution all dealers against selling broilers that infringe in any respect on the American Broiler, as we will bring suit against any party so doing.

Messrs. LOGAN, GREGG & CO., No. 52 WOOD STREET, have the Exclusive Sale of the American Broiler in Pittsburgh.

American Broiler Mf'g. Co.,
28 Barclay Street, New York City.

ORGAN
THE CELEBRATED
JEWETT & GOODMAN
EXCELSIOR ORGAN,
Sold on Monthly or Quarterly Payments, by
L. R. NORTON, State Agent,
118 SMITHFIELD STREET,
Opposite New City Hall, Pittsburgh, Pa.
☞ AGENTS WANTED.

SAPOLIO
CLEANS WINDOWS, MARBLE, KNIVES.
POLISHES TIN-WARE, IRON, STEEL, &c.

The superiority of this excellent Preparation over any other article ever offered to the public has been demonstrated by the wonderful popularity it has attained within the brief year since it was first manufactured. Not less than

ONE MILLION HOUSEKEEPERS

Are to-day using Sapolio in this and other countries, and the demand is rapidly increasing.

REMOVES STAIN FROM MARBLE.

IN THE HOUSE—For all purposes (except washing clothes,) this article is convenient, economical and reliable.

IN THE STORE—For polishing scales, measures, (tin, brass or copper,) knives, shears, &c.

IN THE SHOP—For cleaning, polishing and removing Gums, Oils, &c., from machinery and tools.

IN THE OFFICE of the surgeon, dentist, civil engineer, painter and engraver.

IN ALL PLACES where a cleansing and polishing agent, at once *effective, economical and harmless*, is required, our Sapolio will prove its *great superiority* over all other substances.

Sold at retail at all Grocery, Drug and Housefurnishing Stores. To the trade by

JESSE H. LIPPINCOTT,
MANUFACTURERS' AGENT,
Corner Smithfield Street and Second Avenue.
TThs-tf

WEDDING
INVITATIONS AND CARDS,
Beautifully Printed from Copper Plate or Type.
☞ EXAMINE OUR SAMPLES, AT
WOOD 75 STREET
Allan C. Bakewell and Co
1p

GEO. E. WILLIAMS..................LEVI DILLON.
Printing Presswork Establishment.
GEO. E. WILLIAMS & CO.,
No. 5 UNION STREET, Pittsburgh,
Between the foot of Fifth avenue and the Diamond.
Newspaper Publishers and others wanting the best of Presswork done, are solicited to give us their patronage. Our Presses are all new, and the largest in the city. We have also a Cutting Machine and a Newspaper Folding Machine. Wholesale Grocers wanting COFFEE LABELS PRINTED can be promptly supplied.
We have Composing Rooms to let to parties who wish to set their type in the same building with us.
GEO. E. WILLIAMS & CO.,
"Iron World Building," opposite Hare's Hotel.

TO ENGINEERS—
FOR SALE, A FEW COPIES OF
WALLACE'S PRACTICAL ENGINEER,
Second edition, second enlargement, with some additional valuable Plates and information, to be had at greatly reduced prices, at No. 315 LIBERTY STREET. Inquire of S. DAVIDSON, Clerk.

The Daily Commercial.

SATURDAY, FEBRUARY 17, 1872.

THE iron manufacturers of Pittsburgh have advanced the price of all descriptions of iron three-tenths per pound.

SENATOR HARRY WHITE is "catching it" from the press on all sides, for his opposition to the asked-for change in the laws of libel in this State. The Philadelphia *Inquirer* does not hesitate to charge him with acting in the interest of the 'Ring' in that city, the members whereof having no less than fourteen distinct suits for libel pending against Philadelphia publishers. Of course we have no belief that Senator WHITE would act from such a motive. Therefore we must conclude that it is his wrong-headedness that is leading him in opposition to the entire press of the State, and against what, we must say, is a just and reasonable proposition.

PRESIDENT WOOLSEY, of Yale College, an acknowledged authority on international law, says the point at issue in the treaty is simply whether the matters submitted by the two governments to the arbitrators are limited to certain acts of certain vessels which had been allowed to leave British ports, or had escaped from such ports against the laws of nations, as specifically defined in the treaty, or whether they include also the indirect results of such acts. If these indirect results were included in such submission, they must be considered by the tribunal, and Great Britain can neither withdraw from the arbitration nor refuse to abide by it. If they were not thus included, then the United States did not, by making no mention of them, abandon them, and may resume them whenever the government sees fit to do so. Unless, however, he says, an end is made to these claims now, the loss of all faith in the principle of international arbitration is inevitable.

SOME time ago we threw out the suggestion that there were considerations of a weighty character in favor of taking the business of constitution making, in which "Pennsylvania is about to engage, out of the whirl and influences of the Presidential campaign. We were as early as any one in the field for constitutional reform; and we have abated none of our zeal in the cause; but we entertain serious doubts about attempting to frame a new constitution while the Presidential campaign is going on. There may be those who have other reasons and are actuated by motives that are not altogether disinterested in favoring a postponement,—but we are not disposed to distrust the motives of those who are aiming at what we regard a proper end. We are disposed to approve of the action of the House of Representatives at Harrisburg, throwing over the Constitutional Convention one year and outside of the Presidential canvass. We are quite disposed to believe that the cause of reform will be subserved thereby.

AN investigation just completed by the New York Committee of political reform, concerning the amount of money taken from the State Treasury to build sectarian churches and support sectarian schools during the rule of the ring, shows that within the past three years a single religious sect—the Roman Catholic—obtained the enormous sum of $1,387,624 81 to enable it to carry on its church convents, schools and charities, in addition to the grants it received from the State. A number of institutions under the control of other religious denominations also received considerable sums, the aggregate of which did not, however, amount to anything like the total grants made to this single denomination. The publication of these statistics has created considerable excitement, and an amendment to the new city charter has been proposed, prohibiting the appropriation of any public money or property to any school or institution that is not under control and management of the department of public instruction, or subject to the general laws of the State. Taken in connection with the constantly reiterated views of the Catholics in this country on the question of public schools, the purport of Father HECKER's statement that whoever gets control of the young has the future, in the light of these statistics becomes quite plain and clear.

GREATER LIBERALITY NEEDED.

Whatever may be the result of the MCCLURE-GRAY contest at Harrisburg, it cannot be denied that from the manner it has been conducted, to the unbiased mind the conclusion is inevitable that the opponents of Col. MCCLURE fear the result of a searching inquiry to ascertain who was actually elected Senator in the Fourth District. Herein, we are quite sure, a mistake has been committed by our political friends at Harrisburg. Appearances are decidedly against those who have refused to accord a prompt and searching inquiry; and the verdict is and must be, that Senator WHITE has led—for he appears to have occupied the position of leader in the matter—unwisely and badly. If personal motives, animosities old or new, have been allowed to control, then all the worse is it. It is to be feared that not a little of this sort of thing has been at the bottom of the action of the Republican majority in the Legislature. If this be so, it only shows that those who have been thus controlled themselves, and have contributed their influence to control the action of others and the policy of the party, are ignorant of the very important fact, that the time has fully come when Republicans have made up their minds to rebel against the dogma which ruined the old Democratic party and will ruin any party that undertakes to enforce it—the dogma of implicit submission to leadership and the substitution of caucus for conscience. And never was there a greater mistake made than that a great organization like the Republican party in Pennsylvania can be long successful if run in individual interest. As to individuals, the members of the party must be permitted to differ, and no gauging loyalty by fealty to this or that man. The party belongs to no man or set of men, and no Republican should be held to an account for his preferences. A little more of this spirit might promote the general health of the party.

FOR a "prisoner" deprived of his liberty, His Holiness the Pope exercises a remarkable amount of authority. The latest intelligence from Rome is to the effect that he has undertaken to prohibit the members of the diplomatic corps accredited to the Holy See from visiting the Court of Victor Emanuel; in addition to which he is said to have expressed his desire that the ambassadors to the Vatican shall decline to hold any relations, official or non-official, with those accredited to the Government of the King of Italy; the former being directed never to invite the latter to their dinners or receptions, nor to accept similar invitations, under the penalty of being no longer admitted to the Pontifical presence; exceptions to this rule being made only in favor of the representatives of Spain and Portugal, which countries, like Italy, are governed by members of the House of Savoy. This probably accounts for the breaking off of diplomatic relations between the French and Italian governments which we noticed a day or two ago. Indeed, it is said that the French Envoy to the Vatican remonstrated to Cardinal Antonelli that he was bound to the lately appointed French Ambassador to the Italian government by personal friendship of warm character and long standing, and that he could not exclude the latter from his receptions without being guilty of gross discourtesy. It is reported, however, that the Cardinal was immovable, and that in the name of the Pope he insisted upon a complete separation between the two legations. The late quiet ignoring of all official relations between Italy and France is probably the answer of Victor Emanuel to this affront. Holland is said to have taken the initiative in the interest of Italy, by suppressing her legation to the Vatican, and it is likely that her example will sooner or later be followed by other governments. The Holy Father would certainly have delighted the heart of Dr. Johnson, to whom a capacity for "good hating" was always a passport of favor.

KEEPERS of bonded warehouses have not been generally regarded as responsible for the safety of the goods in their custody, but only for the duties due upon them to the government; and the bond which they give is for the security of the government alone, and cannot be proceeded against by a merchant. A case was the other day tried in the Superior Court of New York, however, in which the plaintiff, who was the owner of a lot of imported silks which were stored in the bonded warehouse of the defendant, recovered the full value of his property—lost by burglary while in the custody of the warehouseman—on the ground that the defendant had not exercised such care over the property as he was bound to do. It was shown that the building had an ordinary tin roof; that the scuttle was provided with iron bars; that the doors and windows were secured in the ordinary manner, and that a private watchman was on guard on the outside of the building. The plaintiff claimed that the roof should either have been of stone or iron, and that it should have been so protected as to prevent any one from reaching it from adjoining buildings. After extended argument the jury found for the plaintiff for the sum asked, with interest, to which the Court granted an extra allowance of five per cent. It was the first decision of the kind which has been obtained for a long time, and will probably tend to increase the number of suits brought against bonded warehousemen hereafter.

GENERAL AND PARTICULAR.

A very novel mode of raising money was adopted in London lately. There is in that city a society of hair-dressers, composed chiefly of foreigners. In order to raise funds for poor barber brethren in the neighborhood of Paris, the society decided on a public exposition of hair-dressing, with an entrance fee of thirty-five cents. A number of young ladies with splendid tresses placed themselves in the hands of the coiffeurs, whose operations were watched with extreme interest by the audience of hair-dressers and ladies' maids. As each head was completed there arose a burst of applause. The coiffeures were in all styles and of exquisite finish.

It is reported that the original manuscript of "Don Quixote" was recently discovered in Spain. It is, of course, possible that this may be true, but so utterly improbable that we should exact very close proof of genuineness before accepting the handwriting as that of Cervantes. Shakespeare and Cervantes died in the same year—1616—and not a scrap of Shakespeare's handwriting survives, except three signatures of his name.

This person ought to make an excellent policeman. There is a colored man living in Newberry, South Carolina, who, it is said, has not slept for three months. He labors under some nervous disorder. No pain is experienced by the unfortunate fellow. The physicians are treating this novel phenomenon. The local paper says: "It seems to us that insanity or death must have intervened by this time, and yet his mind is clear and he labors every day."

A citizen of Baltimore has prepared a complete concordance to the constitution of the United States, by which any passage may be found at once, if any word in it is remembered.

A company has been formed with the view of making a shaft and driving a drift-way at Dover, with reference to testing the practicability of a submarine tunnel between France and England. The opening of such a novel and important route would have a great influence on the commerce of both countries.

Papers, never before known to exist, have lately been discovered among a lot of rubbish in the loft of the Capitol building at Richmond, Va., giving the details of the Gabriel Insurrection, which broke out in Henrico county in 1802. They are said to establish the important fact, that that movement among the blacks, instead of being a local affair, as was supposed by most persons, was general, so far as the counties of Eastern Virginia were concerned.

The *Saturday Review* says that Americans have two leading passions—one for lyceums, and the other for pies. The two leading passions of the *Review* are—one for bald misrepresentation and the other for surly abuse, of everything relating to America and Americans.

The new Bible revision, now proceeding in England under a body of clergymen, principally of the Church of England, is to have the co-operation of American divines of different churches, under the lead of Dr. Philip Schaff, the church historian.

According to the new civil code of California the Indians and "heathen Chinee" are the only persons legally married in that State. The new code declares that, "All marriages of white persons, *and* negroes or mulattoes are illegal and void."

The Ohio Senate has adopted a resolution granting the use of the Ohio canals to residents of Canada on terms of equality with citizens of the United States, provided the Dominion Government grants a similar use of the Canadian canals to citizens of the United States.

The Baltimore Board of Trade has very sensibly appealed to the Legislature of Maryland for the abrogation of the license law affecting non-resident traders; regarding such enactments as opposed to the present progressive age, and calculated to prevent the proper development of the industrial resources of the State.

PERSONAL.

A young Englishman who has been temporarily residing near Williamsport, in this State, the other day received information from home that the comfortable sum of two hundred thousand dollars was at his command, being the amount willed him by an uncle who had recently died. About a month ago he discovered an item in one of the London papers, referring to the deceased, but the initials being incorrect, left him in doubt as to whether it referred to his uncle, and this information of his fortune was in reply to the letter which he then wrote relative to the published item. The fortunate youth has been acting as boatman upon the canal since his arrival in this country in 1866, following that occupation in summer, and spending his winters in Havre de Grace, where he has a married sister residing. He left Williamsport for Europe last Monday to take possession of his fortune.

During his recent visit to Spain, General Sherman paid a visit to the Escurial, took a seat in the historic chair of Philip, and held in his hands the dirty folding board on which Philip signed the treaty of The Hague.

Four citizens of Liberia, named, respectively, Jim Jim, Fresh Water, Jack Everyday and Beau Hickman, have filed claims in the office of the Fourth Auditor of the Treasury for their share of the prize money accruing to them for captures made during the war of the rebellion. These claims are made through the State Department, and will be paid. Tom Upsidedown, one of this same party, put in his claim some time ago, and his money has been transmitted to him. Some of these men received their names from naval officers who were acquainted with Washington celebrities.

Springfield, Massachusetts, has determined to try the experiment of putting upon a woman at once the duties of a profession and the responsibilities of office. The City Council the other day elected Miss S. J. Williams City Physician.

In Chickasaw county, Mississippi, not long ago, Mr. Lorenzo Day married Miss Martha Week, upon which a local poet comments as follows:

> "A Day is made, a Week is lost,
> But time should not complain,
> There'll soon be little days enough
> To make the week again."

The veteran statesman, M. Guizot, who was recently awarded the biennial prize of four thousand dollars by the French Academy for his "History of France," wishes to devote that sum "to the foundation of a prize to be awarded by the Academy triennially to the best work published within the three preceding years, either upon one of the great periods of French literature from its rise to our present time, or upon the life and works of the great French writers, either prose or poets, philosophers, historians, orators, or learned critics."

Mrs. Admiral Dahlgren has made a claim on the government for the use of guns manufactured on her husband's patent.

The King of Siam seems to have profited by the visit of Secretary Seward. He is adopting civilized customs to the extent of coats, collars, neckties, shoes and stockings, and is anxious that his people may become educated. Several of the youth of the higher classes are in Singapore, in school, and some have been sent to Europe. He has his hair cut after European fashion, and, it is said, will not allow his attendants to use betel. He is intending to visit Calcutta soon, and great preparations are making for this journey.

THE Sanitary Inspector of New York City has just published a report in which he describes several malignant cases of spotted fever which recently came under his observation, as having been directly caused by the defective system of house-draining and sewerage which is so common in that city, and for that matter in this also, and it is to be feared in the majority of cities throughout the country. He states that by far the largest proportion of cases of typhoid and other fevers are produced by these defects, and that contagions must inevitably be multiplied as long as these nuisances are permitted to exist. Coming, as does this testimony, directly on the heels of the evidence of the Medical Commission appointed in England to examine into the causes of the illness of the Prince of Wales, and thoroughly establishing, as it does, the correctness of the conclusions arrived at, the question is one of great public importance; and now that it is fully known how much disease, suffering and death arise from these causes, and how simple and easy are the preventives, it concerns the authorities of every city, our own included, to see that no precautionary measure in the premises is neglected to be employed.

NOTWITHSTANDING the recent favorable reports as to the improvement in the health of John Bright, and his return to public life, it is said to be quite doubtful whether he will be able to do more than to show himself occasionally, and advise his followers in private. A recent letter concerning him says that his hair is almost as white as snow, while his features are exceedingly pinched and careworn. He has declined several invitations to take part in public meetings at his home, but has composed a long letter to his constituents, which is to be read when his colleagues in the representation of the borough deliver their annual addresses. His medical advisers peremptorily insist that he shall resume his political labors in the most cautious and gradual manner. It seems to be the general impression that he would not be able to recover from another relapse.

THE fastest time made on any Southern railroad was on January 30, on the New Orleans, Mobile and Texas Railroad, when Patrick Quigly, engineer, and J. P. Colby, conductor, took President Thomas Scott, of Pennsylvania, from New Orleans to Mobile, a distance of one hundred and forty and one-fifth miles, in three hours and seven minutes. Some portions of the route was run at the rate of a mile a minute. The engineer was presented with a pair of gilded horns to ornament his engine with.

STATE NEWS.

It is estimated that fully one-third of the population of Harrisburg—about 8,000 people—are suffering from diarrhoea.

Mrs. Flora Woland died in Chambersburg on Friday, at the age of 105 years.

Rev. F. W. Kirby, who was convicted at Chambersburg a few days ago of adultery, and sentenced to thirty days' imprisonment in the county jail, has been pardoned by Gov. Geary. It was shown that the jury had found him guilty contrary to the evidence and charge of the court. The petition for pardon was signed by the Judge and members of the bar. It was also shown that several of the jury were drunk at the time they made up their verdict, and that they had behaved in a very imprudent and unbecoming manner.

Pennsylvania has forty-two manufactories of blue ruin—otherwise distilleries.

While a party of young men and boys were target shooting at Phœnixville a few days ago, a stray shot entered the window of the house of Mr. William Campbell, striking his daughter Cassie, aged fourteen, in the head, killing her instantly.

While Mr. Beyer, school teacher at Huntingdon Valley, Montgomery county, was skating on a pond with his pupils, a few days since, the ice broke, letting the teacher and three little girls through into twelve feet of water. Being a good swimmer, Mr. Beyer was enabled to rescue all of the children.

A man named Hileman, of Washington township, Indiana county, fell while attempting to move a heavy log, last Monday, and received fatal injuries, dying within a few hours after the accident.

There were produced last year on the farm of the Rev. Samuel Dickey, of Oxford, Chester county, 6,348 pounds of butter, 2,000 bushels of corn, and 6,000 bushels of wheat.

A piece of wood was taken from the arm of a man in Williamsport, the other day, which had lain imbedded between the bones of the wrist for fifteen years. Another piece remains in his arm, too firmly fastened to be removed.

Over 3,000 skins of fur-bearing animals—muskrat, opossum, mink, fox and others—have been taken in the vicinity of New Castle this winter, and purchased by a dealer in furs.

The New Castle *Journal* tells the following leap year story: Leap year is being taken fearful advantage of in New Castle. A buxom Irish lass named Brannigan gathered up a seventy-two year old negro named Tate, the other day, and carried him before Father Hayes, and insisted upon marrying him. Father Hayes, it is said, did not relish the job, and would not perform the ceremony till the couple appeared before him the third time, when he felt constrained by episcopal orders to comply with their request. The twain, as near one flesh as they could be made, then went rejoicing on their wedding tour to Philipsburg. All Democrats—no cards.

The Democratic Editorial Association will meet in Harrisburg on the 4th of March.

Lucy and Benedict Arnold, of Warren township, Bradford county, celebrated their golden wedding recently.

The Effect of War on Cotton.

The Memphis *Appeal* discusses the effect which war between the United States and England would have upon cotton, speculating as follows:

"England will, as at the breaking out of the war between the States, throw herself upon the market for cotton, at any price, in order to buy up a stock that will enable her to supply, if no other, at least her home demand. The consuming power of Great Britain has increased ten or fifteen per cent., and those who profess to know put her consumption of cotton at 62,000 bales per week, including 35,000 bales of American cotton. Orders will come thick and fast, and for immediate fulfillment, should the war cloud thicken. England must, in that event, and will, increase her reserve stock. Prices will advance, and the present crop will be swept from the market as fast as steamboats, railroads, ships and steamships can carry it. This will be the first effect. The second will be deplorable and disastrous. Our next crop will be more completely blockaded than that of 1861-2-3-4, during our own war. The demand will be limited to home consumption, and that cannot be increased in any ratio that will afford even a moiety of relief."

It concludes, therefore, that while the effect of war would be a present blessing it would also be a future curse, wherefore it deprecates war and advocates the building of cotton mills. In which it is sensible.

Another Gone.

Says a New York letter: "The politicians were taken a-back this morning, by an Albany telegram, announcing the resignation of Mr. Terwilliger, Clerk of the Senate, against whom serious charges (as to printing frauds) are pending. Terwilliger, for years past, has been a very important man in his way. A protege of Thurlow Weed, an intimate friend of ex-Collector Murphy, and, withal, a person of large influence among all that class of politicians, the equivocal position in which he now finds himself, is a fresh commentary on the proverbial uncertainties of New York political life."

THE Ku-Klux Act is shortly to be brought before the Supreme Court of the United States, for decision upon the points whether, under the Enforcement law of May, 1870, persons can be punished for committing a crime defined under the laws of the State, and whether the right to bear arms is a right guaranteed by the Constitution and to be protected under the Enforcement act. With respect to this right there is considerable difference of opinion among the judiciaries of the various States, and we believe that no authoritative decision respecting the scope and limitation of the right has as yet been pronounced by the Supreme Court of the United States. These two points will virtually test the constitutionality of the act in question. The Ku-Klux prosecutions in South Carolina were suspended because of the disagreement of the Circuit Judge and District Judge on these points, the cases being in consequence certified to the Supreme Court.

A PROPOSITION for a ship-canal to open a shorter route from Baltimore to the ocean, is on foot. A canal from the Choptank River to Lewes, Delaware, at the mouth of the Delaware Bay, is considered the most direct, feasible and economic route. At a recent public meeting of citizens of Maryland a committee was appointed to draw up a report embodying the facts in the case, to open correspondence with the Governor of Delaware and others concerning the subject, and to take measures to bring the project to the attention of Congress.

SOME months ago a prisoner indicted for murder, being allowed a good many privileges in the jail at Bastrop, Texas, where he was confined, locked the sheriff in one day, and left for his home in Arkansas. Upon his departure, however, he left the Sheriff a note, stating to him that he need not feel any responsibility on account of his escape, as he would return when the court met, and he has kept his word. The day after the opening of court, says the local paper, he walked into the court room, stepped up behind the Sheriff, tapped him on the shoulder, and told him he was ready to be arrested again. He was accommodated.

THE wool manufacturing industry of England embraces 1,550 factories, 10,462 carding and 458 combing machines. They operate nearly two million spindles and 33,792 power looms. The number of hands employed is 100,640, of whom 53,811 are males and 46,829 females. The worsted mills number 599, running 991 carding and 848 combing machines. They work 1,900,000 spindles and 34,739 power looms. They employ 103,514 hands, of whom 40,459 are males and 63,055 are females. The wool industry of the United Kingdom supports upwards of a million of people.

All the Year Round.

And in all parts of the world, the elements of disease are present in the air, the soil and the water, in a greater or less degree, and therefore the *Great Vegetable Antidote* to these invisible enemies of health, Hostetter's Stomach Bitters, is invaluable as a household medicine at all seasons and in every latitude. At no period of the year is a regulating and corrective medicine more needed than toward the close of winter, when the sun and rain are beginning to break up the winter blockade, and from the softening soil arises that terrible miasma, which weighs like an incubus upon the vital machinery, and depresses the animal spirits. It is then that the seeds of intermittent and remittent fevers, of rheumatism and rheumatic gout, of obstinate stomach complaints, of disorders of the liver and bowels, and a whole host of pulmonary and nervous complaints are sown.

The best, the surest way to prevent this disastrous *seeding* is to invigorate and refresh the system with a course of the bitters. If this precaution be taken *now*, there will be no danger of the miasmatic germs taking root in the fluids and tissues of the body, and bringing forth terrible fruit in the spring. Now is the time for prevention. Remember that vigor is the only safeguard against the virus of the disease, and that Hostetter's bitters is the purest, the safest, the most powerful and perfect invigorant ever administered, either as protective medicine or a remedy. A change of season approaches which almost always proves more or less disastrous to persons of a weak nervous organization. Brace up at once with the leading tonic of the age. Purge from the blood all morbid matter, strengthen the nerves and regulate and purify the secretions with the Vegetable Elixir, which combines the juices of the finest medicinal roots, herbs and barks, with the most wholesome of all diffusive stimulants.

Pearl's Refined White Glycerine.

Pearl's Refined White Glycerine.

This remarkable and beautiful product, the acknowledged superior of all articles used to benefit the skin and improve the complexion, is believed to be the only article known to chemistry that will penetrate the skin without injury, decolorize all spots and remove the faults of the complexion. It bleaches the skin, eradicates all spots, tan, freckles, moth, impurities and discolorations of every kind, and imparts clearness and purity to the complexion. Sold in Pittsburgh at

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Always Complete.

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DRY GOODS,

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Pequot and Utica Sheetings 5-4, 6-4, 9-4 and 10-4 Wide.
All the Standard Brands of Shirting Muslins.
Lonsdale Cambric White Goods and Hamburg Embroideries.
Irish Linens, Linen Sheetings.
Barnsley's Damask Table Linens, Towels and Napkins.
Honey Comb and Marseilles Quilts.
New Prints, Chintzes and Ginghams.
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A COMPLETE STOCK OF

Mourning Dress Goods.

A large stock of BLACK SILKS from $1 00 to $5 00 per yard.
FANCY SILKS for Evening Dresses.
A choice lot of STRIPE DRESS SILKS at $1 00 per yard, just opened.

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ALLEGHENY.

EDUCATIONAL.

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Entrance Examinations, June 3d and October 3d. For New Catalogue and recent entrance examination papers, apply to Prof. SAMUEL KNEELAND, Secretary, Boston, Massachusetts. ws

LEGAL.

ADMINISTRATOR'S NOTICE—NOTICE is hereby given that the undersigned has been granted Letters of Administration on the Estate of Capt. JOSEPH H. PORTER, deceased. Parties having claims against said estate or owing debts to the same, will please call at once on the undersigned.
E. PORTER, JR., Shousetown, Pa., Administrator.
s

WESTERN DISTRICT OF PENNSYLVANIA, SS. At Pittsburgh, the 9th day of February, A. D. 1872. The undersigned hereby gives notice of his appointment as Assignee of JOHN P. ROSS, of Pittsburgh, in the county of Allegheny and State of Pennsylvania, within said District, who has been adjudged a Bankrupt, upon creditors petition, by the District Court of said District.
JOHN M. KENNEDY, Assignee,
No. 89 Diamond street.
s

CHILDREN TEETHING

Mothers! Mothers!! Mothers!!!

DON'T FAIL TO PROCURE Mrs. WINSLOW'S SOOTHING SYRUP FOR CHILDREN TEETHING.

This valuable preparation has been used with NEVER FAILING SUCCESS IN THOUSANDS OF CASES. It not only relieves the child from pain, but invigorates the stomach and bowels, corrects acidity, and gives tone and energy to the whole system. It will also instantly relieve

Griping in the Bowels and Wind Colic.

We believe it the BEST and SUREST REMEDY IN THE WORLD, in all cases of DYSENTERY AND DIARRHŒA IN CHILDREN, whether arising from teething or any other cause.
Depend upon it, mothers, it will give rest to yourselves, and

Relief and Health to Your Infants.

Be sure and call for

"Mrs. Winslow's Soothing Syrup,"

Having the fac-simile of "CURTIS & PERKINS" on the outside wrapper.
Sold by Druggists throughout the world. ws

A

Vast amount of time and money is expended by parties who have not found out where T. TOBIAS'S GREAT CLOTHING STORE IS, and that all should remember. Let every

MAN

Cut this advertisement out, bring it to No. 13 SIXTH (late St. Clair) STREET, where it will be redeemed, paying $5 for it on a purchase of a full Suit, $2 50 on a Youths' Suit, and $1 on a pair of Pants. The young or old Business Man, who

EATS

late suppers, can save in a few months money sufficient to purchase the FINE BUSINESS SUIT which Tobias is making a specialty, and gaining an envious reputation. His Stock of Youths' and Men's Clothing is Stylish and Splendid. Durable and Economical. Call and see them. These chilly evenings, sitting by

A HOT STOVE,

How pleasant the thought to know you are going to save $5 00 by presenting this Advertisement to T. TOBIAS, at his GREAT CLOTHING STORE, BIG No. 13 SIXTH (late St. Clair) STREET.

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Awarded THE BEST wherever exhibited. Guaranteed to prove so by the Manufacturers. Recommended as having proved so by the Purchasers.

Howe's & Sampson's U. S. Standard

SCALES,

OF ALL SIZES AND VARIETIES.

Also STORE AND BAGGAGE TRUCKS, PATENT MONEY DRAWERS AND GROCERS' FIXTURES.

SOUDER & McCLURG,
GENERAL AGENTS, 63 WOOD STREET.

J. & H. PHILLIPS,

Manufacturers and Dealers in

OIL CLOTH, WINDOW SHADES, &c.

Green Shade Cloth a Specialty.

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Dealers in LEATHER BELTING, LACE LEATHER and RUBBER GOODS GENERALLY.
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HOT AIR FURNACES, for Burning Anthracite or Bituminous Coal or Coke.
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Feathers and Beeswax

ALL GRADES.

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Have Removed to their New Building,

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OPPOSITE WOOD STREET,

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SMALL WARES,

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Nearly Tasteless,

And being bolted through fine bolting cloth, the finest state of division is insured.

We beg that the NATRONA BI-CARB SODA may be compared—not with any of the so-called "American Bi-Carbonate," prepared from Soda Ash, and containing more or less of its impurities, but with the most celebrated brands of "New Castle" or other "English" Bi-Carbonate, to any or all of which we guarantee the NATRONA BI-CARBONATE to be superior in ever requisite. The nature and purity of our raw material, "Cryolite," and the perfection and extent of our machinery enables us always to furnish an uniform and pure product not attainable by any other process. Our works for this manufacture are the largest in the world, and the only one in the United States not using Soda Ash.

Sulphuric Acid not entering into any steps of our process, the absence of every trace of Arsenic is insured, but which is well known to be present in all the ordinary Sodas of commerce.

For sale in kegs containing 112 pounds each by nearly all wholesale dealers or by the manufacturers.

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8x10	1 inch thick,	12 lights	35c.
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2 feet 6x6 feet 6 inches, 1½ thick	$2 80
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Best 18 inch Sawed Shingles	$6 00 per M.

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At 25c, fine French Chintzes, rich styles.
At 12½c, 4-4 Bleached Muslins, extra good for the price.
At 14c, 4-4 Half Bleached Muslin, free from dressing.
At 6¼c, fast colored Light and Dark Prints, in short lengths, slightly imperfect.
At 8 1-3c, fast colored Purple Prints, best quality, slightly misprinted.
At 8 1-3c, Light and Dark Prints, fast colors, an extra bargain.
At 12½c, an extra good bargain in Ginghams.

4-4, 9-8, 5-4 and 10-4 Sheeting Muslins.
Shirting Muslins and Irish Linens.
Striped Shirting Chintzes, new styles.
Medium and Dark Dress Chintzes, beautiful styles.
Tickings and Checks, all grades,

AT THE LOWEST PRICES,

Wholesale and Retail,

AT

WM. SEMPLE'S

Nos. 165, 167 and 169

Federal Street, Allegheny.

BLACK SILKS,

OF A SUPERIOR MAKE,

JUST OPENED AND FOR SALE AT VERY LOW PRICES, BY

WHITE, ORR & CO.,

25 FIFTH AVENUE.

CARPETS.

H. McCALLUM.

CARPETS.

51

FIFTH AVENUE.

SEASONABLE.

SPECIAL IMPORTATION OF

MATS,

JUST OPENED THIS WEEK.

Nothing repays its cost sooner in service and protection than a good

DOOR MAT,

Especially in Winter and early Spring. All imaginable styles in the greatest profusion, and at Lowest Prices.

OUR STOCK OF

CARPETS,
OIL CLOTHS, &c.,

As heretofore, the Largest in the city.

OLIVER McCLINTOCK & CO.,
23 Fifth Avenue.

BARGAINS

IN

CARPETS,

OIL CLOTHS,
WINDOW SHADES,
MATTINGS, &C.

In taking Stock we have found many Patterns that we don't expect to buy for the Spring Trade, and will therefore close them out at a Reduced Price to make room for New Goods.

Bovard, Rose & Co.

21 FIFTH AVENUE.

JEWELRY.

FINE JEWELRY, WATCHES

AND

SILVERWARE.

VERY LOW PRICES.

S. M. ORR,

114 Federal Street, Allegheny City.

HARDWARE, CUTLERY, &C

M. WHITMORE, THOS. H. LANE, CHAS. T. NEALE,
C. H. WOLFF, JOHN D. CHERRY.

Whitmore, Wolff, Lane & Co.,

IMPORTERS AND DEALERS IN

Hardware and Cutlery,

SIGN OF THE ANVIL,

NO. 50 WOOD STREET,

PITTSBURGH.

HOTELS.

CONDUCTED ON THE EUROPEAN PLAN.

ST. JAMES HOTEL,

405 and 407 LIBERTY STREET, opposite the Union Depot, Pittsburgh, Pa. ROBERT BLACK, Proprietor. This House is newly built and splendidly furnished, and convenient to all the Railroads coming into the city. The Restaurant connected with this Hotel open at all hours of the day and night.

ARLINGTON HOTEL

Formerly NIXON HOUSE,

ALLIANCE, OHIO.

First-class SAMPLE ROOM for Commercial Travelers.

FRANK M. KERR,

PROPRIETOR.

Metropolitan Hotel

(FORMERLY BROWN'S,)

Pennsylvania Ave., Washington, D. C.,

J. F. CAKE, Proprietor.

☞ The House has been completely Renovated, Refitted and Refurnished, and a PASSENGER ELEVATOR introduced. s

J. B. HOLLEY,
COMMISSION MERCHANT,

AND DEALER IN

GRAIN, FLOUR, FEED, HAY, BUTTER, EGGS, CHEESE, POTATOES, FRUITS AND COUNTRY PRODUCE GENERALLY,

No. 13 Smithfield Street, Pittsburgh, Pa.

Consignments respectfully solicited.

REFER BY PERMISSION TO

Ira B. McVay & Co., Bankers, Pittsburgh;
McCullough & Smith, Grocers, Pittsburgh;
Johnston & Colvin, Grocers, Pittsburgh;
Marshall, Kennedys & Co., City Flour Mills, Pittsburgh;
W. S. Meek, Pittsburgh, Pa.;
D. S. Knox, Cas. Mon'g. Nat. Bank, Brownsville, Pa.;
B. F. Flenniken, Cas. First Nat. Bank, Waynesburg.

3,000 BUSHELS PRIME RE-CLEANED CLOVER SEED;
500 bushels choice Timothy Seed;
150 barrels extra Winter Apples, fresh packed;
50 barrels Pure Cider, warranted to keep sweet;
75 tubs Ohio Butter; 20 barrels Fresh Eggs;
50 kegs Ohio Lard;
60 barrels Shellbarks, choice;
20,000 pounds Dried Peaches and Apples.

HENRY REA, JR.,
285 Liberty street, Pittsburgh.

DRY GOODS.

SPECIAL ANNOUNCEMENT

To those who could not be waited on within the last few days (on account of the great crowds), there will be on the Counters to-day, (Wednesday, 14th February), and during this week, some Extra Good Bargains, to which Special Attention is called,

AT

WM. SEMPLE'S

Nos. 165, 167 and 169

Federal Street, Allegheny.

The People's Store

GREAT BARGAINS

IN

Winter Goods.

Before getting in our Spring Stock we will close out Odd Lots of Goods, in every department, AT A GREAT SACRIFICE.

Secure Your Muslins Now!

We are still selling Muslins and all Domestic Goods at old prices, though the present market value is still advancing.

Gloves, Hosiery and Small Wares,

Of Every Kind, at Very Lowest Prices.

SPLENDID VALUE

AND VERY LARGE ASSORTMENT OF

Black and Colored Silks.

ALSO OF

Plain and Fancy Dress Goods,

Suitable for the Present Season.

☞ SAMPLES SENT ON REQUEST.

ONE PRICE.

NOTE THE ADDRESS,

55 and 57 Fifth Avenue,

(MASONIC HALL BUILDING,)

Campbell, Williamson & Dick.

BUSINESS CHANGES.

THE COPARTNERSHIP BETWEEN PHILLIPS, BRO & CO. was dissolved January 20, 1872, by mutual consent, THOMAS L. PHILLIPS retiring. The business will be carried on by PHILLIPS, BIGGERSTAFF & CO., Who will settle all the business of the late firm.
THOMAS L. PHILLIPS,
DAVID PHILLIPS,
JNO. BIGGERSTAFF,
JAMES DIGBY.

DISSOLUTION—THE FIRM OF EUWER & LONG, by mutual consent, is dissolved to date from February 1st, 1872. All parties knowing themselves indebted to the late firm will please call and settle with EUWER, CHESNUT & LONG, at 61 Ohio street; after March 1st, at No. 150 Federal street, Allegheny, Pa.
MATHEW G. EUWER,
SAMUEL LONG.

COPARTNERSHIP—THE UNDERSIGNED have formed a Copartnership under the name and style of EUWER, CHESNUT & LONG, as dealers in Dry Goods, Notions, &c., at No. 61 Ohio street, until March 1st, 1872 at which time they will remove to their new and commodious Storerooms, No. 150 Federal street.
MATHEW G. EUWER,
DANIEL CHESNUT,
SAMUEL LONG.
Allegheny, February 10, 1872. TuWS

DISSOLUTION.

The firm of FAHNESTOCK & BIRNEY was dissolved by limitation on the 1st day of January, 1872. The business of the late firm will be settled by its successors, FAHNESTOCK & MURRAY.
J. M. FAHNESTOCK,
THOMAS BIRNEY.

IN RETIRING FROM THE ABOVE Firm I cordially recommend the new firm to the friends and customers of the late firm of FAHNESTOCK & BIRNEY.
THOMAS BIRNEY.

THE UNDERSIGNED HAVE THIS DAY formed a Copartnership under the firm of

FAHNESTOCK & MURRAY,

AND WILL CONTINUE THE

Wholesale and Retail Hardware Business,

At the old stand, 56 WOOD STREET, and would solicit the patronage of the friends and customers of the old firm.
J. M. FAHNESTOCK,
A. S. MURRAY.
Pittsburgh, February 13, 1872.

Dissolution of Copartnership

The Copartnership heretofore existing between WM. H. EVERSON, BARCLAY PRESTON and C. L. GRAFF, under the style of EVERSON, PRESTON & CO., has this day been dissolved by mutual consent, BARCLAY PRESTON having disposed of his interest therein to the new firm of EVERSON, GRAFF & MACRUM. The accounts of EVERSON, PRESTON & CO., will be settled at the office of the new firm.
W. H. EVERSON,
BARCLAY PRESTON,
C. L. GRAFF.

IN RETIRING FROM THE ABOVE FIRM I cordially recommend the new firm to the friends and customers of the late firm of Everson, Preston & Co.
BARCLAY PRESTON.

THE UNDERSIGNED HAVE THIS DAY formed a Copartnership under the firm name of EVERSON, GRAFF & MACRUM, for the Manufacture of SHEET, PLATE AND BAR IRON of all kinds, at THE PENNSYLVANIA IRON WORKS, Second avenue, Pittsburgh.
W. H. & J. Q. EVERSON,
C. L. GRAFF,
D. S. & E. A. MACRUM.
February 8, 1872.

THE FIRM OF

J. J. GILLESPIE & CO.

Was dissolved on the 1st day of January, 1872, by the withdrawal of LOUIS ENGLERT. A. C. McCALLAM, JR., was admitted a Partner, to date from January 1st, 1872. The name of the firm will remain as heretofore, will continue the PLATE, LOOKING GLASS AND PICTURE BUSINESS, and respectfully solicit a continuance of the patronage so freely bestowed.
J. J. GILLESPIE,
A. S. WALL,
A. S. GILLESPIE,
tf A. C. McCALLAM, JR.

DISSOLUTION OF COPARTNERSHIP—The Copartnership heretofore existing between JNO. D. McCORD, JAS. S. McCORD and D. F. AGNEW, under the firm name of D. F. AGNEW & CO., was dissolved by mutual consent January 15, 1872. All debts due by or to the late firm will be settled by the undersigned.
D. F. AGNEW.

THE BUSINESS OF THE LATE FIRM will be continued in all its branches, at the old place, by

D. F. AGNEW,
PENN BOILER WORKS,
tf Corner Railroad and Twentieth sts., Pittsburgh.

Haines & Sheibler,

SUCCESSORS TO

CARR, M'CANDLESS & CO.

Wholesale Dealers in

DRY GOODS,

No. 94 Wood Street,

PITTSBURGH, PA.

J. B. HAINES,
F. G. SHEIBLER, } General Partners.
DAVID McCANDLESS, Special.

J. B. HOYT & CO.'S

UNEQUALED

White Oak Tanned Leather Belting.

Also, Best Quality of LACE LEATHER sold by
G. N. HOFFSTOT & CO.,
253 Liberty street, Sole Agents for Allegheny county.

Fusi Yama Tea Importing Co.

(INCORPORATED)

Importers and Jobbers of Teas,
No. 347 Liberty Street, Pittsburgh, Pa.
Import on Commission and sell to the Trade only.

DRY GOODS.

AT

WILLIAM SEMPLE'S

AN ATTRACTIVE STOCK OF

White Bed Quilts.

Striped and Fancy Honey Comb Quilts.
Marseilles Quilts, very cheap.
White Blankets, in good order.
Calico and Delaine Comforts.

Carpets and Oil Cloths.

SHAWLS, SHAWLS.

Long and Square Broche Shawls.
Long and Square Black Taibet Shawls.
Plaid and Striped Woolen Shawls.

ALL GRADES AT VERY LOW PRICES.

At 37½, 44 and 50c, Pure Mohair Black Lustres, worth a great deal more.
At 25, 30 and 37½c, Colored Alpaca Poplins, extra good bargain.
At 25c, Bookfold Poplin Plaids, worth 37½c.
At 50c, Brown Corded Velveteens, for boy's suits.
At 60c, Japanese Silks, a large lot, good styles.
At $1 50, Plain Dress Silks, all colors, a great bargain.
All kinds of FLANNELS, CASSIMERES and FANCY DRESS GOODS,

AT POPULAR PRICES,

AT

WM. SEMPLE'S

Nos. 165, 167 and 169

Federal Street, Allegheny.

BARGAINS

IN

HOSIERY!

100 DOZEN

Full regular made Cotton Hose, for Ladies, at 25c per pair.

FULL AND COMPLETE LINES OF

Cotton Hosiery,

In Every Grade, AT LOWEST PRICES. Now is the time to make your purchases for Spring and Summer Wear.

500 PIECES

New Hamburg Flouncings,

EDGINGS AND INSERTINGS,

AT POPULAR PRICES.

150 DOZEN

Ladies' Silk Neck Scarfs,

At 50 cents Each, a Rare Bargain.

Also, all the Newest Styles of NECK DRESSING RIBBONS, &c., just received and for sale at

JOS. HORNE & CO.'S

RETAIL STORES,

197 and 199 Penn Avenue.

BANKS AND BANKERS.

Wylie Avenue Savings Bank,

NO. 153 WYLIE AVENUE,

(CORNER ELM STREET.)

CAPITAL STOCK..........$200,000.

STOCKHOLDERS INDIVIDUALLY LIABLE.

Six per cent. paid on time deposits.
Collections made on all accessable points.
Open daily from 9 to 4 o'clock, and Saturday evenings from 6 to 9 o'clock.
WM. B. HAYS, President,
E. P. JONES, Vice President,
W. W. SCOTT, Cashier.

THE NATIONAL TRUST CO.,

No. 423 PENN STREET,

PITTSBURGH.

Capital, - $100,000.

STOCKHOLDERS INDIVIDUALLY LIABLE

DEPOSITS IN SUMS OF $1 00 AND UPWARDS RECEIVED.

Deposits received and 5 Per Cent. Interest Allowed on Time Deposits. Particular attention given to Collections, and proceeds promptly remitted. Discount Days, TUESDAY and FRIDAY.

DIRECTORS:

ROBERT DICKSON,
JAMES M. TAYLOR,
WM. B. BRICKELL,
WM. SMITH,
JAMES TAYLOR,
P. KANE,
JACOB AHL,
WM. CRAWFORD, JR.,
CHAS. H. ARMSTRONG
WM. J. FRIDAY,
M. GRAVER,
C. VAN BUREN,
H. GERWIG.

ROBERT DICKSON, President.
JAS. M. TAYLOR, Vice President.
ROBERT J. GREER, Cashier.

Tradesmen's National Bank,

WOOD STREET, CORNER SECOND.

INTEREST PAID ON DEPOSITS.

MONEY LOANED

ON

UNITED STATES BONDS COLLATERAL.

ACCOUNTS SOLICITED.

A. BRADLEY..........President.
W. VANKIRK..........Vice President.
CYRUS CLARKE, JR..........Cashier.

HART, CAUGHEY & CO.,

Bankers and Brokers,

COR. FOURTH AVE. AND WOOD STREET,
PITTSBURGH, PA.,

(Successors to HANNA, HART & CO.)

Dealers in Exchange, Coin, Coupons, &c.

Particular attention paid to the purchase and sale of Government Bonds.
☞ Sight Drafts on London.

PROPOSALS.

Notice to Engine and Pump Builders.

SEALED PROPOSALS

Will be received at this Office until TUESDAY, 3 o'clock P. M., February 20th, for the Construction and Erection of ENGINE AND PUMP for the Allegheny Water Works. Bidders will state at what price the Work will be done per pound, or so much in the aggregate for the work complete.

Plans can be seen and Specifications had at the Office of WM. PAUL, JR., Superintendent of Water Works.

The Committee reserve the right to reject any or all bids.

Controller.

UPHOLSTERS.

E. EDMUNDSON & SON,

WHOLESALE AND RETAIL MANUFACTURERS AND DEALERS IN

MATTRESSES, COMFORTS,

BLANKETS,

And All Kinds of Bed Trimmings.

LACE CURTAINS, DRAPERIES

and Fine Curtain Goods and Trimmings, Window Shades, Cornices, &c.

55 MARKET STREET.

COREY & CO., COAL AND COKE DEALERS,
Are prepared to furnish a Superior Article of

PITTSBURGH COKE,

Either in Cars for Western Orders or to the City Trade, Wholesale or Retail.
Office—362 LIBERTY STREET, Pittsburgh.

MANUFACTURERS.

STEEL CASTINGS
UNDER HAINSWORTH'S PATENT.

We are making Steel Castings, Smooth, True, Free from Porosity, capable of receiving Very High Polish. Can be Forged or Welded easily as Bar Steel, and Stronger than Forged Steel. Send for Circular.
PITTSBURGH STEEL CASTING CO.,
Pittsburgh, Pa.

ROLLS

BAGALEY YOUNG & CO.

(SUCCESSORS TO BOLLMAN & BAGALEY)

Patent Semi-Steel

AND

Cast Iron Chill Rolls,
Sand Rolls and Pinions

Cast and Finished to Order at the Lowest Current Rate
Our Semi-Steel Mixture gives an additional strength and wearing surface of at least Fifty Per Cent.

PHŒNIX ROLL WORKS,

41st, 42d and Valley R. R., Pittsburgh, Pa
HASKINS' PATENT DOUBLE SPIRAL PINION

ROOFS

WM. B. SCAIFE & SONS

Nos. 119 and 121 First Avenue,

PITTSBURGH, PA.,

ERECTS IN ANY PART OF THE UNITED STATE

Iron Roof Frames

COVERED WITH

CORRUGATED IRON

Or for Slate or other Covering, for Depot Round-houses, Blast Furnaces, Banks, &c.

MANUFACTURES

Corrugated Iron

FOR ROOFING OR SIDING WOODE
FRAME BUILDINGS.

The demand for CORRUGATED IRON increases yearly as its merits become known, for Siding, as well as Covering all classes of Manufacturing Establishments where it is desirable to decrease the amount of wood used as safety from fire.

Lewis, Oliver & Phillip

MANUFACTURERS OF

Merchant Iron

AND

HEAVY HARDWAR

Carriage, Plow, Machine, Square Head, Brid and Skein

BOLTS,

Nuts, Washers and Coach Screws, Harr Teeth, Plow Handle Extension Rods, &c.

Bolts, Spikes and Wrought Iron Shape

For BRIDGES, DAMS, PIERS, BREAKWATER other permanent structures made promptly at a small vance in price of iron.

FOUNDATION BOLTS FOR DAMS, with ends machinery.

HOOK AND EYE SCREW AND SCREW A STRAP HINGES.

Originators and Patentees of their new line of

WAGON HARDWAR

Comprising Patent Wagon Box, Strap Bolts and Wron Iron Bolster Plates, Large Head Wagon Rivets, N Yoke Eyes, King Bolts, Box Rods, Rubber Plates, Bolts, Queen Bolts, Tongue Cap, Sand Band, Single T and other Labor Saving odd shapes of Iron. Send Prices to

Lewis, Oliver & Phillip

91 and 92 Water Street and 114 and 116 F Avenue,
PITTSBURGH, PA.

TOTTEN & CO

Fulton Foundry

Cor. Twenty-fourth and Railroad St
Twelfth Ward, Pittsburgh.

Rolling Mill Castings,
Blast Furnace Engin

PLAIN AND GROOVED

CHILLED ROLL

SHEARS AND PUNCHES.

NAIL MACHINES, Ernest's Patte

MILLS FOR GRINDING FIRE BRI IRON ORE, &c.

IRON HOUSE FRONT

AND

WINDOW HEAD

CASTINGS MADE OUT OF GUN IRON, W RDERED. ROLLS TURNED.

PITTSBURGH FOUNDR

A. GARRISON & CO.

MANUFACTURERS OF

CHILLED AND SAN

ROLLS,

Of acknowledged Superior Quality, at the Lowest Ou Prices.

ORE AND CLAY PULVERIZER
ROTARY SQUEEZERS,
HASKINS' PATENT DOUBLE SPIRAL PIN
AND
ROLLING MILL CASTING
OF EVERY DESCRIPTION.

Office and Warehouse, 209 Liberty Stre

KEYSTONE BRIDGE C

BUILDERS OF

Iron and Wooden Bridge
Wrought Iron Turn-Tables, Roofs,

OFFICES:

Twenty-ninth and Railroad Sts., Pittsbu
No. 426 Walnut Street, Philadelphia
No. 94 Dearborn Street, Chicago.

NOVELTY WORKS.

Pittsburgh Novelty Wor

FOUNDED A. D., 1833.

MOORHEAD, ADAMS & CO.

Manufacturers of FAIRBANKS' PAT PLATFORM AND COUNTER

SCALES,

Janus-Faced Patent Door Locks and Latches, Paint Coffee Mills, Malleable Iron Castings, &c.
Corner of First Avenue and Grant St
PITTSBURGH, PA.

Carnegie, Kloman & Co

THE UNION IRON MIL

PITTSBURGH,

MANUFACTURERS OF

BRIDGE IRON, PATENT SOLID ROL WROUGHT IRON BEAMS,

Girders, Channel Iron,
Angles, Plates, Axles,
Post Iron, Splice Bars,
Merchant Bar, Forgings,

GENERAL OFFICE AND WORKS, PITTSBU

Eastern Office, 19 Broad street, New York.
Western Office, 94 Dearborn street, Chicago.
☞ Lithograph of Sections furnished on applic

PORTER, BELL & C

BUILDERS OF

Light Locomotiv

FOR

Narrow Gauge Railro

Contractors' use, Furnaces, Mines and other speci vice.
Office 98 Water street.
Works corner Fiftieth street and A. V. R. R.

NATIONAL

Locomotive and Machine Wo

Smith, Dawson & Bai

MANUFACTURERS OF

LOCOMOTIVE

Machinists, Boiler Makers and Fou

OFFICE:

No. 5 Monongahela House, Pittsburgh
Works at Connellsville, Fayette county, Pa.

James T. Brady & Co

Corner Wood and Fourth Avenue,

BANKERS,

BUY AND SELL ALL KINDS OF

Government Securities,

GOLD, SILVER AND COUPONS,

ON MOST FAVORABLE TERMS.

INTEREST ALLOWED ON DEPOSITS.

Money Loaned on Government Bonds at Lowest Market Rates.

☞ Orders Executed for the Purchase and Sale of STOCKS, BONDS and GOLD.

JAS. T. BRADY & CO.

Commercial Banking Company,

ALLIANCE, OHIO.

The undersigned have formed a Copartnership under the above name to transact

A GENERAL BANKING BUSINESS,

AT ALLIANCE, OHIO, and will give careful and prompt attention to all business entrusted to them.

Special attention will be given to Collections in ALLIANCE, CANTON, MASSILLON, SALEM, LEETONIA, COLUMBIANA, NEW LISBON, and all other points in this part of Ohio.

Remittances made at Lowest Rates of Exchange.

Reference—Tradesmen's National Bank.

DAVID MORGAN, W. D. REES,
C. O. MANFULL, H. P. McINTOSH,
R. W. TEETERS, Cashier.

Security Trust Co.

Incorporated by the Legislature of Pennsylvania,

NO. 64 WOOD STREET,
PITTSBURGH, PA.

AUTHORIZED CAPITAL,

$1,000,000.

CHARTER PERPETUAL.

President.......................DAVID GREGG.

Directors.

JAMES T. BRADY, HON. ROBT. McKNIGHT
ROBERT JAMISON, HARTLEY HOWARD,
B. L. FAHNESTOCK, L. J. BLANCHARD,
DANIEL EUWER, C. S. FETTERMAN.
DAVID GREGG.

DEALERS IN GOVERNMENT BONDS.

Deposits Solicited and Interest Allowed on same. Dividends, Coupons, etc., Collected Without Charge.

ALL CLASSES OF SECURITIES

BOUGHT AND SOLD ON COMMISSION.

TTh

IRA B. M'VAY & CO.,

BANKERS.

WE OFFER FOR SALE

$20,000 TURTLE CREEK DIVISION BONDS,

PITTSBURGH & CONNELLSVILLE R.R.,

AT 86 AND ACCRUED INTEREST.

CITY OF PITTSBURGH WATER LOAN,

AT PAR AND ACCRUED INTEREST.

IRA B. M'VAY & CO.,

Corner Fourth Avenue and Smithfield Streets.

FINANCE AND TRADE

FRIDAY, February 15, 1872.

There continues an active demand for money, and the loanable funds of the banks are taken up by borrowers as fast as they accumulate, and at most of the boards paper is carried over from day to day, awaiting its turn, which would pass muster at once if there was a place for it. The brokers seem to have a full line of paper of an unlimited variety, suited to their buyers, with the rate increasing at an inverse ratio to the strength.

—There is considerable inquiry for Allegheny Valley 7-30s, but no sellers at the present quotations, and buyers seem content to wait the action of a tightening market and a decline in price.

Sales of Connellsville 6s are reported at advertised price.

We note a dividend of $5 00 a share by the Pittsburgh and Boston Copper Mining Company.

Senator Sherman's bill, which we published yesterday, has passed the Senate and is now before the House, and is of far more importance than would at first appear. The Secretary under it will be able to reduce, in addition to the amount taken up by new national banks, the three per cents at the rate of three millions a month. In the case of new banks the withdrawn certificates are replaced by a corresponding amount of national currency, and no contraction in the volume of legal tenders follows except the reserve held by the new banks, while under this new measure there is an absolute contraction of "not exceeding three millions a month,"—for whatever amount of 3 per cents the banks are called on to deliver up they must replace with straight legal tenders. If we are to come down to a specie basis, and not wait, Micawber like, for the business of the country to "work up" to the volume of the currency, as is the favorite theory of those fearing the consequences of contraction, this is certainly a step in the right direction, and but a re-enactment of the power taken from the hands of Secretary McCullough.

It will be noticed that this measure is not in harmony with the policy of Mr. Boutwell, to which we referred a few days ago, to select in the reduction of the public debt only such forms of indebtedness as bear a high rate of interest. Two reasons, probably, impel him to this course: first, that most of the six per cent. bonds are above par in gold and but few offering; and second, while he reduces the public debt he is also contracting the volume of the currency. Should he exercise to the full the power thus given, the banks will have to contract their loans in proportion, or draw closer on the legal reserve. That the latter course will probably be followed, we can see from the effect produced by the redemption of three per cents during the past year, as we pointed out in reviewing the report of the Comptroller of the Currency. That while the reserve required at the close of '71 was seventeen millions greater than that of '70, the actual reserve increase was but about thirteen millions.

The result of this new movement will be to harden the rates for money or to produce a decline in the price of all exchangeable commodities.

—Messrs. Ira B. McVay & Co. report the following quotations of Government bonds in New York to-day, as furnished them by Jay Cooke & Co., their correspondents:

	Morning.	Noon.	Closing.
U. S. Bonds of 1881	115¼	115	115⅛
U. S. Bonds of 1862	111	110⅞	110¾
U. S. Bonds of 1864	111	110½	110¾
U. S. Bonds of 1865	111⅛	111½	111¼
U. S. Bonds of 1865 (new)	110⅜	110¼	110⅜
U. S. Bonds of 1867	111⅝	111⅝	111⅝
U. S. Bonds of 1868	112⅛	112	112
10-40s	110⅜	110½	110¼
New 5s	108⅝	108⅝	108⅝
Gold	110⅜	110⅜	110⅜
Currency 6s	114⅜	114⅜	114⅜

—James T. Brady & Co., corner of Fourth avenue and Wood street, quote United States securities in New York to-day as follows:

Gold	110¼
United States 6s of 1881	115¼
United States 5-20s of 1862	111
United States 5-20s of 1864	111
United States 5-20s of 1865	111⅜
United States 10-40s	110⅞
United States 5-20s, January and July, 1865	110⅝
United States 5-20s, January and July, 1867	111¾
United States 5-20s, January and July, 1868	112½
Union Pacific Railroad	....
Central Pacific Railroad	....
Currency Pacifics	114¾

—The following table shows the prices of railway stocks, gold, etc., at the various sessions of the New York Stock Exchange during the day:

February 16, 1872.	10:30 A.M.	11:30 A.M.	12:30 P.M.	1:30 P.M.	2:30 P.M.	3:00 P.M.
Gold	110⅛	110⅛	110⅛	110¼	110⅛	110¼
Canton	....	80½	....	80½	....	....
West'n Union Tel	69½	69½	69½	68⅝	69	69
Quicksilver	....	33	....	33⅛	....	....
Pacific Mail	57	57	57⅛	57	57	57
Adams Express	....	93⅛	....	93¼	....	....
Wells-Fargo Ex	....	65⅝	....	66	....	....
American Express	....	66⅛	....	67	....	....
United States Ex	....	63⅜	....	63¾	....	....
New York Central	97	96⅝	96⅝	96⅝	97	97
N. Y. Central scrip	92⅝	92⅝	92⅝	92⅝	92½	92½
Erie	30⅜	30⅜	30⅜	30⅜	30⅜	30⅜
Reading	113	113	113	112¾	112¾	112¾
Michigan Central	....	118⅝	....	118⅝	....	....
Michigan Southern	90⅝	90⅝	90⅝	90⅝	90⅝	90⅝
Illinois Central	....	131	....	132	....	....
Cleveland & Pitts	91⅛	90	90	90⅝	90⅝	90⅝
Chicago & North'n	73⅝	73⅝	73⅝	73⅝	73⅝	73⅝
Do. preferred	90⅝	90⅝	90⅝	90⅝	90¼	90⅝
Rock Island	111⅛	110⅝	110⅝	110⅝	110⅝	111
St. Paul	55⅝	55⅝	55⅝	55⅝	55⅝	55⅝
Do. preferred	75⅝	75⅝	75⅝	75	75	75
Wabash	....	75⅝	....	75⅝	....	....
Do. preferred	....	86	....	86	....	....
Fort Wayne	96	97⅛	97⅛	97⅛	97⅛	97⅛
Ohio and Miss'pi	44	43⅝	44	43⅝	44⅛	44⅛
Chicago and Alton	....	120½	....	120⅝	....	....
Do. preferred	....	124	....	124	....	....
Boston, H'ford & E	....	3⅜	....	3⅜	....	....
Harlem	....	112	....	111	....	....
New Jersey Central	....	110¼	....	110⅝	....	....
Union Pacific	32	32	32⅝	32½	32¼	33

	11:30 A.M.	2:15 P.M.
Tennessee State bonds	66½	66½
Do. new	66	66¾
South Carolina, July	32¼	32¼
South Carolina, April	30½	30½
Missouri sixes	94	94

Ex dividend.

—The three per cent. Treasury certificates, used by the banks in their daily settlement at the Clearing House, are now reduced to a low figure, and will probably be entirely retired by the Government before the close of the year. This reduction in the three per cent. certificates entails upon the banks the daily transportation of large amounts of greenbacks, which is attended with great risk. It is now getting to be a very common thing for bank messengers to be knocked down or have red pepper thrown in their eyes, with robbery as the result in either case. To provide against these risks the Clearing House has appointed a committee of three to confer with Secretary Boutwell and endeavor to perfect an arrangement whereby the legal tenders of notes of the banks can be deposited in the Treasury to a certain extent and certificates of deposit issued therefor, the same to be used in the daily clearings and to count in the legal reserve.—*N. Y. Express.*

—Messrs. Bowen & Fox, brokers and members of the Philadelphia Stock Exchange, furnish the following quotations of the closing prices to-day of the most active stocks:

Penn'a Central	62⅛	Lehigh Valley R. R.	62⅛
Phila. and Erie	26	North Penn'a R. R.	58⅛
Lehigh Navigation	49⅛	Camden and Amboy	126
Catawissa	46⅛	Schuylkill Navigat'n	17
Oil Creek & Alle'y R.	41⅛	Reading	56⅛

PRODUCE AND GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, FRIDAY, February 16, 1872.

REMARKS.—The weather has moderated in a good degree, and hopes are again revived for a resumption of navigation at an early day. The markets, as a general thing, rule uniform. We have some changes to note in groceries, and may remark that there has been an advance on iron of 3-10ths per ℔ on all sizes. All other leading articles are held firmly at quotations, which we give below, premising that they are wholesale rates unless the contrary is noted:

APPLES—Receipts 410 bbls. The demand for good winter and eating continues fair with sales at $4 50a5 00 per bbl: fair $4 00; common $3 00; extra fancy $5 00a5 50.

ASHES—There has been a slight advance in ashes, and we now quote sales at 5c; common 4½c; potash 10c; pearls 11c; nitrate soda 5½c.

APPLE BUTTER—The demand continues active with sales, prime at 60c65c per gallon.

BEANS—There is a fair demand for prime Navy at $2 00a2 50 ℔ bush.

BUCKWHEAT FLOUR—A prime article sells readily at $8 00a8 50 ℔ barrel; $3 75a4 00 ℔ cwt.

BROOM CORN—There is a limited demand, with sales at 7a8a10c ℔ ℔.

BROOMS—Market quiet and unchanged. We quote fancy at $4 50; No. 1. $4 00; No. 2 $3 50; No. 3, $2 75; common, $2 25a2 50.

BAKING POWDER—Royal ¼-℔ cans $1 50 per doz; ½-℔ cans $3 00 per dozen; 1-℔ cans $6 00 per dozen; Banner $1 75, $3 25 and $6 00 per dozen for the different sizes.

BUTTER—Receipts 74 packages. Prime remains unchanged, though weaker. We quote extra choice roll at 25a27c ℔ ℔; medium to good 16a20c; grease butter 10a12c.

BACON AND PROVISIONS—Receipts green meats 1,777 pieces, tierces 96. Prices remain unchanged, with a fair trade reported at the following figures: Sugar-cured shoulders 8½c; plain do 7½c; rib sides 8c; clear rib do 8½c; clear 9c; breakfast bacon 11c; dried beef 16½c; mess pork $15; ham sausage 11c; lard in tierces 9½c for steamed, 9¾c kettle 10c; lard in kegs and buckets 10½a11c; pigs' feet per keg $2 25.

CIDER—We are reported sales of XXX at $13 00 per bbl; large barrels $11 00a12 00; extra cured $9 00a10 00.

CHEESE—The supply is very limited and prices have advanced. We now quote New York Goshen at 18c; Ohio do 17c; Ohio factory 16c; dairy 12c. Receipts 50 boxes.

CANDLES—Mould, 11c; stearine, 14 ounces, 13½c full weight, 16c; star, 14 ounces, 18c; full weight 19½c.

CONCENTRATED LYE—Sales at $6 00 for Pennsylvania; other brands $5 00 to $5 50.

CARBON OIL—Standard brands at 21½a22c. Demand active.

CRANBERRIES—We are reported a fair demand at the following rates: Sackett's Bell berries $17 00a18 00 ℔ bbl; Jersey, cultivated, $12 00a13 00.

CEMENT—Market unchanged. We quote: Beeson's Phœnix Hydraulic $3 50a3 75; Johnston $2 25; Rosendale $4 00a4 50; Calcined plaster $4 50; Land plaster, $3 50a3 75 ℔ bbl.

FRUITS—DOMESTIC AND FOREIGN—There is a good demand for all prime articles of dried fruits, and we are reported sales at the following figures: Dried apples 7a8½c; peaches, brightnew halves, 9½a10½; old 8a9c; mixed 7½a8½c; quarters 7a8c; currants, new crop, 10c; old 8c; layer raisins, per box, $3 90; half box $2; Valencia do 13c; prunes 12½c for new.

EGGS.—Under light receipts prices have advanced a shade, and we quote strictly fresh at 27a28c ℔ doz; salted 19a21c.

FLOUR.—Receipts since our last 1,190 bbls. The recent advance is fully maintained, with a fair trade demand reported at the following quotations: Mills—National, white wheat, bbls $8 90; Pan Handle, southern amber, bbls $790; Morning Glory, red winter, bbls $7 80. The usual reduction in sacks. Store: amber $8 25 ℔ bbl; Snow Flake $8 00; Eagle Mills $7 50; Lilly $7 50; Crosett's $7 35; Island $7 75. Country brands are held firmly at $6 60a7 00.

FEATHERS—We are reported a fair demand, with sales of No 1 live geese at 67a70c to the trade; store 83a85c; mixed 40a60c, as per quality.

GROCERIES—We make some slight changes in rice and spices, at the same time quoting the market very firm and moderately active.

Coffee—Fancy 27c; prime 26c; good 25c; fair 24a24½c; Java 30a31c; Laguayra 27a28c; Mocha 46c; roasted coffee, loose and in one ℔ packages, 28c ℔ ℔.

Sugars—Refined, crushed, granulated and powdered 13¾c, cut loaf 14½c; A coffee 12½c; B 12¼c; Ex C 12⅛c; C 12c; C 11¾c; C yellow 10½a11½c. P R sugars, choice 11½c; prime 10½c; good 10a11c; Cuba sugars 10a11c; New Orleans sugars, fair, 9½c; good 10c; prime 10½c; choice 11½c.

Syrups—Havemeyer & Elder 65c; H. & E. Extra 70c; White Honey 63c; Extra Silver 55c; Red Head 50c; Lavender 45c; common 35a40c.

New Orleans Molasses—New crop, prime, 60c; choice 63c.

Rice—Carolina choice 9½c; Rangoon 8c; Patna 8½c.

Spices—Pepper grain 23c; pure ground 25c; Cassia bark 50c; cloves 22c; nutmegs $1 25.

GRAIN—Below we give the receipts of wheat, rye, corn, oats and barley for the past forty-eight hours:

Wheat, sacks	2,772	Corn, sacks	1,677
Oats, sacks	4,453	Rye, sacks	287
Barley, sacks	299		

It will be seen that the receipts of grain are steadily on the increase, though we have no change to note in prices, and quote as follows: Wheat—red winter $1 55a1 58; white $1 60a1 63. Oats—although arrivals are large, prices are unchanged, with sales by car load at 50a52c, and in a jobbing way at 52a54c. Corn—Shelled, on track 58a60c; elevator 62c ℔ bush; ear 60a61c. Rye—quiet and unchanged, buyers offering 93a95c, and sellers asking 98ca$1 ℔ bush. Barley—little doing and nominally as follows: Fall 85a90c; spring 75a80c as to quality.

HAY—There is a fair demand, with prices unchanged; baled by car load $22a26 ℔ ton.

HOPS—The supply is limited and prices firm. We quote new '71s at 60a70c ℔ ℔; old '70s 40a44c ℔ ℔.

HUSKS—In good demand at 2½a2¾c.

HONEY—Sales at 25a30c ℔ ℔. Demand limited.

HEMP—Dealers report a fair demand, with sales of rough Kentucky at $165 ℔ ton; single dressed $240; scutched $190a195.

HOMINY—$5 00 ℔ bbl to the trade, and $5 50 in a jobbing way.

LARD OIL—There is an active demand, with sales of No 1 extra at 85a88c; No 2, 62a64c; Cincinnati and Chicago winter strained 88a90c.

LIME—Perrysburgh white $2a2 25 ℔ bbl; Cleveland $2 25; Easton $1 75; Belfast white $1 50.

MILL FEED—Middlings $1 80a2 ℔ cwt; seconds $1 45 a1 75; shorts $1; rye shorts $1 50; chopped corn and oats $1 50; chopped rye $2 00; corn meal $1 50 ℔ cwt.

MINCE MEAT—All good brands are held at 13c per ℔.

POULTRY—There is a fair demand, with sales at the following figures: Dressed turkeys 15a16c; ducks 15a16c; geese 10a11c; chickens 14a15c. Few live turkeys in market, and may be quoted at $1 00a1 75.

POTATOES—Prime peachblows are in demand and will readily bing 75a78c ℔ bush.

RAGS—Fair inquiry at 4a4½c ℔ ℔.

ROYAL BAKING POWDER—Sales of ¼-℔ cans at $1 50; ½-℔ $1; 1-℔ $6 ℔ doz.

SEEDS—Clover seed $6 50a6 75; timothy seed $3 75a4 00.

SALT—Car load $1 85; store $2 00.

SUMAC—Sales of Tennessee made at 4½c ℔ ℔.

TALLOW—Prices are a shade lower, and we are reported a sale of 10,000 ℔s at 8½c ℔ ℔. The ruling of the market is 8a8½c.

WILLOWS—Sales Kentucky at 10c.

WHISKY—Highwines 95c; common rectified 95ca$1 00; proof rectified $1 05a1 10; rye and corn $1 60a1 65 ℔ gallon; old Monongahela whisky $4 00a8 00 as to age.

PITTSBURGH OIL TRADE.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, February 17, 1872.

REMARKS—The crude market since our last issue has exhibited more firmness. Holders are demanding an advance of ⅛c per gallon on most deliveries. It is to be hoped that the market will soon revive, so that parties interested in oil may take a fresh start. The current rates were as follows:

CRUDE.

Holders put up rates to the following: Spot, 10⅛c; February, 10c⅛; S. O. all year, 10⅛c; B. O. all year, 13c; B. O. first six months, 12c. For prices in the oil regions see our dispatches.

REFINED.

The following are the current rates for eastern delivery: Spot, 21½c; February, 21½c; March, 22½c; April, 22c ℔ gal.

[By Western Union Telegraph.]

TITUSVILLE, February 16.—The *Courier* gives the following

SALES:

1,000 bbls upper road, spot	3 72½
3,000 bbls upper road, B O, 1st quarter	3 87½
4,000 bbls upper road, S O, 1st quarter	3 75
3,000 bbls upper road, regular	3 72½
475 bbls Church run	3 77½
2,000 bbls lower road, spot	3 82
1,000 bbls lower road, B O, 1st six	4 35
1,800 bbls lower road, B O, 1st six	4 50

It adds: The market remains quiet all along the creek; on upper, buyers' options were in demand, $4 25 being bid and about $4 30 asked.

NEW YORK, February 16, closing of the 15th.—Petroleum is held with rather more confidence, with moderate offerings and a little more stir among shippers, although no important sales have been made; crude in bulk is held at 13c; refined at 22a22½c. For Philadelphia delivery the market is quiet with prices unsettled and nominal; we quote refined at 21½a21¾ for February delivery.

OIL CITY, February 16.—Market inactive and weak; lower road held at $3 82½; Oil City held at $4 00.

ROUSEVILLE, February 16.—Market quiet and dull at $3 90a3 95.

PETROLEUM CENTER, February 16.—Market very dull; held at $3 95, and $4 00 asked.

PHILADELPHIA, February 16.—Market quiet; S W 21½a21¾c; crude 11⅜c; cases 27½c; March 22⅛c; April 22⅛c.

TITUSVILLE, February 16.—Market dull and nothing doing; $3 70a3 72½ bid for spot.

[By Pacific and Atlantic Line.]

NEW YORK, February 16.—Refined 22c; Crude, 12⅞c bid; 13c asked. Market nominal.

PETROLEUM CENTRE, February 16.—Market quiet at $3 80a3 85. No sales.

PLEASANTVILLE, February 16.—Market quiet and dull at $3 55.

PHILADELPHIA, February 16.—February 21½a21⅝c; March 22⅛c; April 22⅛c; crude 11⅜c.

PARKERS LANDING, February 16.—Market quiet $3 62½a3 65.

OIL CITY, February 12.—Market very quiet at $4 15.

ROUSEVILLE, February 16.—Market quiet and dull at $3 85. Nothing doing.

TITUSVILLE, February 16.—Market unchanged.

Crude Oil Received by A. V. R. R.

Shipper.	Consignee.	Barrels.
D Wilkins	Cochran Siding	240
J C Clark	Eclipse Oil Works	230
J Bushnell	Model Oil Works	874
B S Duncan	Peerless Oil Works	80
Owner	Standard Oil Works	234
[illegible]	Standard Oil Works	222

Crude Oil Received by Rail and River.

	Bbls.		Bbls.
Cochran Yards	240	Eclipse Oil Works	240
Model Oil Works	874	Peerless Oil Works	80
Standard Oil Works	456		
Total			1,890

Shipments of Refined Oil East via A. V. R. R., W. P. R. R. and P. R. R.

WEST PENN JUNCTION, February 15, 1872.

John Spear & Co, 101 bbls to Waring, King & Co, Philadelphia.
Braun & Wagner, 150 bbls Waring, King & Co, Philadelphia.
C T Myers, 50 bbls to C T Myers, Philadelphia.
Standard Oil Co, 585 barrels to Warden, F & Co, Philadelphia.
Wm McKelvy & Co, 321 bbls to Logan Bros & co, Philadelphia.
Wormser, M & Co, 200 bbls to Logan Bros & Co, Philadelphia.
Kirkpatrick & Lyons, 120 bbls to Logan Bros & Co., Philadelphia.
Total.......1,527

Refined Oil Shipped East by W. P. R. R.

Kirkpatrick & Logan, 147 bbls to Logan Bros & Co, Philadelphia.
Total.......147

Cincinnati Market.

CINCINNATI, February 16.—Cotton steady; middling 22½c. Flour firm. Wheat steady. Corn steady and in moderate demand at 46½c. Rye steady at 90a93c. Oats steady. Barley firm. Groceries unchanged. Linseed oil advanced to 87a89c. Lard oil steady at 83a85c; others unchanged. Pork dull and nominal at $13 00. Lard firm at 9a9⅛c; kettle sold at 9c. Bulk meats firm at 5a6½a6½c; sales 500,000 ℔s sides at 6½c for side clear rib, seller March, and 6⅝c for buyer March. Bacon firm for sides; sales at 7½a7⅝c; shoulders dull at 6½c. Hogs firm at $4 50a4 90; butchers paid for extra $5a5 10; receipts 1,900. Whisky dull at 87c.

WEEKLY REVIEW OF THE PIG IRON AND BLOOM MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, February 17, 1872.

The transactions in raw irons during the past week have been extremely light. The receipts have been quite liberal, but a large portion of the iron received has been required to fill previous contracts. There has been an active demand for all descriptions of pig iron, but sales have been restrained from want of stock. Producers being still sold ahead, are not disposed to sell in advance of production.

On the 15th inst. the bar iron manufacturers advanced the rates on iron 3-10 per pound.

We are reported the following sales of pig-iron:

Bituminous Coal Smelted from Lake Superior Ores.

200 tons medium gray forge.......$41 00—4 m
200 tons medium gray forge....... 41 00—4 m

Youghiogheny Coke.

30 tons Dunbar No. 1 foundry.......$44 00—4 m
30 tons Dunbar No. 2 foundry....... 43 00—4 m

Eastern Anthracite.

200 tons neutral forge iron.......$42 50—4 m
200 tons No 1 extra foundry....... 46 00—4 m
100 tons No. 1 anthracite....... 46 00—4 m
100 tons medium gray forge....... 40 00—4 m
100 tons white and mottled....... 39 50—4 m
50 tons No. 1 foundry....... 43 50—4 m
50 tons A No. 1 foundry....... 45 00—4 m
50 tons No. 2 foundry....... 43 00—4 m

Receipts of Blooms, Pig Metal, and Ore.

Following are the receipts of metal for the past twenty-four hours:

PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD, P. R. R. CO., LESSEE.

	Cars.		Cars.
Nimick & Co, m	9	J. Moorhead, m	1
Wm Smith, m	3	Brown & Co, m	1
Zug & Co., m	4	Lewis, B., D & Co, m	1
Graff, B. & Co. m	2	J Wood, Sons & Co, m	2
Lewis, O & P, m	1	Graff, B & Co, o	1
Total			25

CLEVELAND AND PITTSBURGH RAILROAD.

	Cars.		Cars.
Shoenberger, B & Co, o	2	Dilworth, P & Co, o	1
Meredith, F & Co. o	2	Jones & L. m	1
Wm. Clark & Co, o	1	Union Mills, m	3
Kloman, C & Bro, o	1	W Smith, m	5
Pittsburgh Bolt Co., o	1		
Total			17

PENNSYLVANIA RAILROAD.

	Cars.		Cars.
J A Caughey, m	13	Wm Clark, m	4
J W Porter, m	4	R Wister, m	3
Hailman & H. m	4	Brown & Co, m	2
J Wood, Sons & Co, m	4	J Reamer, m	1
Total			35

PITTSBURGH, CINCINNATI AND ST. LOUIS R. R.

	Cars.
Hailman & Hammett, m	10

WEST PENN RAILROAD.

	Cars.		
Spang, C & Co, m	3	Graff, B & Co, o	1
Total			4

ALLEGHENY VALLEY RAILROAD.

	Cars.		
Brown & Co., m	1	Clark & Co, m	2
Total			3

IRON MARKETS.

CLEVELAND.

February 14.—Pig Iron—The demand for raw irons is very strong with stock on hand insufficient to meet the requirements of trade. It is only those that secured their orders by ordering some ago that can get iron. The outlook from foundry is that prices will be higher; most of all of them are sold ahead for months to come. We quote as follows: Scotch pig $47 50; Tuscarawas $43; Massillon $3; Lake Superior charcoal No. 1 $46 50a47 50; No. 2 $46 50; Nos. 3, 4 and 5 $46 50a51; anthracite $45a48; Lake Superior bituminous No. 1, $45 00a48 00; No. 2 $43a45; Salisbury $65; Hanging Rock $46 00; Forge $40a42; Missouri charcoal $48 00.

Bar—The demand for all kinds of bar iron at advanced rates is reported as being very good for this season of the year. The general feeling seems to be that prices will be still further advanced at the meeting of iron manufacturers to be held at Pittsburgh on Thursday next. Current rates are 4 on bar, and 5½ on sheet iron.

Nails—Strong and a fair movement reported.

PITTSBURGH LIVE STOCK MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, FRIDAY, February 16, 1872.

Cattle.

Receipts of cattle to-day fair of through stock and light of those intended for sale here. There is but very little stock offering, and most of the dealers have left for the East. The market toward the close was firm and steady, a good feeling prevailing, with inclination and tone upward, closing at ¼c advance over last week. Following are the rates current for the different kinds: Extra, 1,300 to 1,500 ℔s steers, $6 25 to $6 50; prime, 1,100 to 1,200 ℔s steers, $5 25 to $5 75; common to medium, 1,000 to 1,100 ℔s steers, $4 75 to $5 25; bulls, $2 75 to $3 50; cows, heifers and stags, $3 50 to $4 50.

Hogs.

The receipts of common hogs continue fair, while the runs of prime are light. The market to-day opened firm on all grades, with the demand for prime exceeding the supply. Extra Philadelphia have advanced since our last report ¼c, and may now be quoted at 6c, the highest point reached for some months. Yorkers are in fair demand, and with favorable weather prices are better. The feeling is good and the market this afternoon closed firm on all grades. Following are the current rates for the different kinds and grades as bought and sold: Extra Philadelphia $5 95a6 00; prime Philadelphia $5 50a5 65; prime Yorkers $4 75a5 00; common $4 50a4 75.

Sheep.

The receipts of sheep rather heavy to-day. The market opened up with the feeling not so good, particularly for common grades. Sales are being made slower than they have been. No decline is looked for, and the present state of feeling is but temporary, and with a succession of light runs a firmer market will rule. Following are the prices ruling on the different kinds bought and sold in this market. Extra 100 to 110 ℔s, $7 75 to $8 00; prime, 85 to 90 ℔s $5 75 to $7 50; medium, 80 to 85 ℔s $5 75a6 25; common, $5 00a5 25; scalawags, $2 00a2 50.

PITTSBURGH COAL TRADE BY RIVER.

OFFICE OF THE PITTSBURGH COMMERCIAL, SATURDAY, February 17, 1872.

Below will be found the receipts of coal by the slack water for the month of January for the past five years; also the exports by river for January for the past four years. It will be observed that January, 1872, exceeds any previous year by several millions of bushels, although there was but one run during the month.

COAL RECEIPTS.

The following are the receipts of coal by the slack water for January for the past five years:

January, 1868.	January, 1869.	January, 1870.	January, 1871.	January, 1872.
2,683,300	2,285,500	5,599,800	3,573,000	6,195,800

RIVER SHIPMENTS.

The following are the exports of coal by the Ohio river for January for the past four years:

	1869.	1870.	1871.	1872.
January	1,175,000	4,763,000	5,804,000	8,021,000

Statement of coal shipped from the several ports of the M. S. W. Co., during January, 1872:

	Bush. in Boats and Barges.	Bush. in Flats.
Pool No. 1	700,000	83,500
Pool No. 2	3,363,900	210,000
Pool No. 3	806,200	182,400
Pool No. 4	669,000	180,800
	5,539,100	656,700
Total January 1872		6,195,800

PITTSBURGH DRY GOODS MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, THURSDAY, February 15, 1872.

BROWN COTTONS.

Anchor A	13¼c	Idaho	13 c
Eagle	13¼c	Duquesne	12 c
Conewago	13 c	Magnolia	11 c

PRINTS.

Merrimacks	11½@ c	Richmond	11½@ c
Spragues	11½@ c	Pacifics	11½@ c
Americans	11½@ c	Mourning	11 @ c
Conestoga	11½@ c	Garner	11 @ c
Allen Pinks	12 @ c		

GINGHAMS.

Lancaster	13	Glasgow	
Bates			

DELAINES.

Hamilton	20c	Manchester	20c
Pacific	20c		

TICKINGS.

Whitaker	42½c	Conestoga Medal	22c
Portsmouth	33½c	Pennsylvania	18c
Roanoke	28 c		

PITTSBURGH GLASS MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, THURSDAY, February 15, 1872.

The following are the card prices of window glass, adopted by the manufacturers of Pittsburgh:

PER BOX OF FIFTY FEET.

SINGLE STRENGTH.

	2d Quality.	1st Quality.	Double Strength.
6 by 8 to 7 by 9		$5 75	$8 00
7 by 10 to 8 by 10	$5 50	6 25	9 00
8 by 11 to 10 by 13	6 00	6 75	9 50
8 by 14 to 10 by 15		7 00	11 00
11 by 14 to 12 by 18		7 50	13 00
14 by 16 to 16 by 20		8 00	15 00
14 by 22 to 16 by 24		8 25	15 50
18 by 22 to 18 by 30		8 75	16 00
20 by 28 to 24 by 30		9 00	17 00
26 by 28 to 24 by 36		9 75	19 00
26 by 34 to 26 by 40		10 50	20 00
28 by 38 to 28 by 44		12 00	21 00
28 by 46 to 30 by 48		14 50	24 00
30 by 50 to 32 by 52			25 00
32 by 54 to 34 by 56			27 00
34 by 58 to 34 by 60			29 00
36 by 60 to 40 by 60			31 00

NO CHANGE IN DISCOUNT.

All orders received after this date, will be charged at these prices. Orders taken by agents are subject to approval of manufacturers when received.

NATRONA CHEMICALS.

OFFICE OF THE PITTSBURGH COMMERCIAL, THURSDAY, February 15, 1872.

The following are the card rates of the Pennsylvania Salt Manufacturing Company:

Saponifer—50 cases at	$5 50 ℔ case.
Less quantity	6 50 ℔ case.
Potash—50 cases	6 50 ℔ case.
Less quantity	7 50 ℔ case.
Bi carb soda—25 kegs	6 c ℔ ℔.
Less quantity	7 c ℔ ℔.
Sal soda—25 kegs	3¼c ℔ ℔.
Less quantity	3½c ℔ ℔.
Sal soda—25 bbls	3¼c ℔ ℔.
Less quantity	3½c ℔ ℔.
Caustic soda—10 drums	7¼c ℔ ℔.
Less quantity	7½c ℔ ℔.
Copperas—20 bbls	1¾c ℔ ℔.
Less quantity	2 c ℔ ℔.
Porous alum—10 bbls	3¼c ℔ ℔.
Less quantity	3 c ℔ ℔.
Sulphuric acid	3 c ℔ ℔.
Muriatic acid	3¼c ℔ ℔.
Nitric acid	15c ℔ ℔.
Chloride calcium	2½c ℔ ℔.
Pure alumina	10c ℔ ℔.
Salt	$2 00 ℔ bbl.
Lump Alum	3¾@4c ℔

Louisville Market.

LOUISVILLE, February 16.—Tobacco firm and more active; competition strong; sales 22 hhds. Bagging quiet and firm at 16a16c. Cotton firm and tendency upward; middling 22½c. Flour firm and active; extra family $6 75. Grain quiet; sales 1,000 bushs shelled corn, sacked, at 60c; wheat firm at $1 60a1 70; oats 52c; rye firm at 92c. Provisions firm and demand good for cut meats; mess pork $13 50 in round lots; hams, sugar cured, 12½c; plain 11½c; bacon active, sales 140,000 ℔s shoulders at 6⅛c; sides, clear rib, 7⅛c; bulk meats active; sales 100,000 ℔s sides, clear rib and clear at 6⅞a7c. Lard—demand moderate at 9½a10⅛c. Whisky steady at 87c.

Cleveland Market.

CLEVELAND, February 16.—Wheat dull but strong; No 1 red winter held at $1 58; No 2 $1 50. Corn firm. Oats quiet and unchanged. Refined petroleum quiet and rather dull at 20a20½c in car lots; 21a22½c in small lots. crude dull and lower at $4 60a4 65.

Philadelphia Market.

PHILADELPHIA, February 16.—Flour unchanged. Wheat firm; red western $1 61a1 62; white $1 70a1 87½. Corn active; yellow western 63a70c. Oats—white 56a56½c; mixed 54c. Messpork $14 50. Lard 9½a9¾c. Whisky dull at 93c.

Toledo Market.

TOLEDO, February 16.—Flour quiet and unchanged. Wheat firm and a shade better: No 1 white Michigan $1 58; amber Michigan $1 59½a1 57. Corn dull but unchanged; low mixed 46c. Oats dull but unchanged; No. 1 43c. Hogs firm $5 25. Cloverseed steady at $5 70.

PITTSBURGH DRUG MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL, THURSDAY, February 15, 1872.

Corrected by Harris & Ewing, Wholesale Druggists:

Acid.		
Acetic	℔	17 @ 20
Citric	℔	1 18 @ 1 20
Oxalic	℔	38
Tartaric	℔	72 @ 75
Alcohol,	gall	2 00 @ 2 25
Aloes.		
Cape	℔	22
Socot	℔	85
Am. Carb	℔	24 @ 25
—Aqua	℔	12 @ 14
Annotta	℔	75 @ 80
Ashes		
—Soda	℔	4¾@ 5½
Bal. Copa	℔	1 00
Bay Rum,	gal	3 75 @ 4 30
Bark.		
Cassia	℔	54
Cinch r'd	℔	1 50 @ 1 60
" Pale	℔	80 @ 85
" Crm	℔	45 @ 55
Black Lead.		
American	℔	5 @ 6
East Ind	℔	11 @ 12
German	℔	7 @ 9
Blue Mass	℔	63
Blue Vitr	℔	13½@ 14½
Borax ref	℔	36 @ 38
Brims roll	℔	4¾@ 5¾
—Flor Sul	℔	5½@ 6
Calomel A	℔	1 27
—English	℔	1 62
Camp ref	℔	85 @ 90
Canthar's	℔	2 60
Cham. Ger	℔	47
—Roman	℔	45
Chlorof'm	℔	1 60
Cloves	℔	26
Cochineal	℔	94 @ 98
Con lye	case	5 75 @ 6 00
Copp'ras	℔	2¾@ 3½
Cream Tar	℔	48 @ 50
Cubebs	℔	28
Cudbear	℔	25 @ 45
Emery En	℔	10 @ 12
Et Nit sps	℔	40 @ 44
—Sulph	℔	72 @ 75
Ext Logw	℔	12 @ 12½
—Liq Cala	℔	52 @ 55
—Italian	℔	36
—Sicily	℔	25
Fustic chi	℔	3 @ 4
Galls Alep	℔	39 @ 41
Gum.		
Arabic sts	℔	38 @ 45
" White	℔	55 @ 65
Myrrh T'k	℔	67
Shellac	℔	43 @ 47
Trag s'rts	℔	45 @ 60
" Flake	℔	90 @ 1 30
Hoffm's A	℔	@ 46
Indigo Ma	℔	1 35 @ 1 40
—Span fl't	℔	1 40 @ 1 50
Iodine res	℔	13 20
Junip Ber	℔	7 @ 11
Log Chipd	℔	3 @ 4
Mace	℔	2 00
Madder	℔	19 @ 21
Magne cal	℔	75 @ 1 40
—Carb	℔	35 @ 45
Manna S F	℔	97
Morph sul	℔	4 85
Nutm No 1	℔	1 32
Oil.		
Bergamot	℔	6 30 @ 6 60
—Castor	℔	21 @ 23
—Cinnam	℔	3 88
—Cloves	℔	2 12
Oil.		
Cod liver	gal	2 00 @ 2 50
Lemon	℔	7 30 @ 7 50
Linseed	gall	90 @ 98
Neats f	gall	1 25 @ 1 30
Olive	gall	1 75 @ 2 00
—quarts	doz	6 62 @10 00
—pints	doz	3 50 @ 3 75
Origan	℔	80 @ 1 75
Pepper't	℔	4 80 @ 5 00
Rosemary	℔	1 50 @ 2 00
Sassafras	℔	1 20 @ 1 25
Sperm	gall	2 40 @ 2 50
Tanners	gall	68 @ 75
Whale	gall	1 02 @ 1 10
Winteg'n	℔	6 50
Opium Ty	℔	6 45 @ 6 60
Pl Paris	bbl	4 50 @ 5 50
Potass.		
Bichrom	℔	34 36
Chlorate	℔	63 @ 68
Iodide	℔	10 00
Putty	℔	4½@ 5¼
Quin sulp	oz	2 60
Rosin	℔	7 00 @ 9 00
Root.		
Gentian	℔	14
Gingr E I	℔	21
" Jamca	℔	30
Ipecac pow	℔	2 36
Jalap pow	℔	90
Liquorice	℔	15 @ 18
Rhub E I	℔	1 60 @ 2 00
Sars Hon	℔	51 @ 55
Senega	℔	1 50
Valeri En	℔	52
" Germ	℔	35
Sal Ammo	℔	14 @ 16
—Epsom	℔	3½@ 5
—Soda	℔	3½@ 4
Seed.		
Canary	℔	8½@ 9
Hemp	℔	8½@ 9
Cardamn	℔	4 25
Mustard	℔	18 @ 22
Senna Al	℔	30
" E In	℔	24
Soda.		
Bi Carb	℔	7 @ 7½
Soap Cast	℔	16 @ 19
—Cast wh	℔	24 @ 27
Sugar L'd	℔	32
Turp sps	gall	94 @ 1 00
Varnish.		
Copal	gall	1 50 @ 2 25
Japan	gall	90 @ 1 35
Damar	gall	2 00 @ 2 70
Ven Red	℔	3½@ 4½

New York Finance and Trade.

Gold Closed at 110⅛a110¼.

NEW YORK, February 16—P. M.

GOLD.

Gold at the close was weaker on a strong market for securities in London, and left off at 110⅛ to 110¼. Loans were made at from 3 to 6 per cent. for carrying. Clearings $48,000,000.

EXCHANGE.

Sterling exchange 109¼.

GOVERNMENTS.

The government bond market was a fraction lower to-day but closed up steady.

Coupons 1881	115⅛	5-20s, 1867	111⅝
5-20s, 1862	110⅞	Coupons 1868	111⅝
5-20s, 1864	110¾	10-40s	110⅜
5-20s, 1865	111¼	Currency 6s	114¼
5-20s, 1865, new	110⅜		

STATE BONDS.

Missouri sixes	94	Virginias, old	55
Tennessees, old	66½	North Carolinas, old	33
Tennessees, new	66½	North Carolinas, new	18½
Virginias, new	55		

STOCKS.

Stocks irregular. In the morning Union Pacific and Western Union declined, which caused great depression. In the afternoon these stocks recovered, and the whole market was firmer in sympathy. Hannibal and St. Joseph common shares formed the prominent feature of the day, and sales were at 44a47a44½a46. Transactions were quite large in the aggregate, and during the afternoon 6,300 shares were bought in under the rule. Hannibal and St. Joseph preferred shares were quiet at 61 to 62. Pacific Mail was strong in the afternoon, and advanced on favorable reports from Washington in regard to the increased subsidy. The market at the close was strong in the entire list, and particularly in Union Pacific and Western Union.

Western Union	69⅜	New Jersey Central	110⅜
Quicksilver	33⅛	St. Paul	55⅞
Adams Express	93⅛	do pref'd	75⅝
Wells, Fargo & Co	66	Wabash	75⅝
American Express	67	do pref'd	86
U. S. Express	63⅞	Fort Wayne	97⅛
Pacific Mail	57	Terre Haute	20
New York Central	97⅛	do pref	55
N. Y. Central Scrip	92⅞	Chicago & Alton	126
Erie	30⅛	do pref'd	124
do pref'd	60	Ohio & Mississippi	44⅛
Harlem	112	C C & C	88
do pref'd	116	Burlington & Quincy	140
Reading	112⅞	Lake Shore	90⅞
Mich Central	118⅝	Panama	
Cleveland & Pitts	90⅞	Illinois Central	132
Northwestern	73⅝	Union Pacific	33
do pref'd	90⅝	C P Bonds	102⅛
Rock Island	111	Union	91

MARKETS BY TELEGRAPH.

Chicago Market.

CHICAGO, February 16, 1872.

FLOUR—Active operations in the better grades of spring extras, and sales were liberal both on shipping and local account at $6a$6 12½ to $7; latter for best Minnesota.

GRAIN—Wheat in speculative demand and prices higher; No. 2 spring $1 25½; seller March $1 26½. Corn firm; No. 2 mixed 40⅛a40⅜c; car 40c; seller March 40⅝. Oats quiet; No 2 32a32½c. Rye advanced; No 2 72a73c for strictly fresh; seller March 72c. Barley in fair demand, but lower; No 2 fall [illegible]; seller March 59c.

PROVISIONS—Pork firm at $12 35a12 40; seller March $12 45a12 50. Lard firm at 8.77½a8.80c; seller March 8.85c. Meats of all descriptions are in better demand and firmer; hams in pickle 8½a9⅛c.

HOGS—In fair demand but lower, packers, butchers and shippers buying at a decline of 10c; extra range $4 15a4 75; with the bulk sales of at $4 2 a4 40. Hogs packed to date 1,114,000.

CATTLE—Dull but unchanged on account of shippers being unable to obtain transportation.

WHISKY—Nominally 86½c.

New York Market.

NEW YORK, February 16.—Cotton more active; sales 4,000 bales; middling uplands at 23½c. Flour advanced; superfine western and State $6 10a6 45; common to good extra $6 85a7 00; good to choice $7 10a7 70; white wheat western extra $7 70a7 85; St. Louis $7 00a9 50. Rye flour and corn meal unchanged. Whisky lower at 90½a91½c. Wheat less active and scarcely so firm; No 2 spring $1 56; Northwest Club $1 57½; No 1 spring $1 60a1 63½; winter red western $1 65; amber western $1 70. Rye unchanged. Barley firmer; Canada West $1 15. Malt unchanged. Corn less active; new western mixed and southern yellow afloat, 72a73c. Oats dull and heavy; western and Ohio 52a55c. Eggs firm at 28a30c. Hay and hops unchanged. Coffee quiet at 19½a21½c. Sugar dull; fair to good refining 9⅛a9½c; Cuba 9a9½c. Molasses firm; New Orleans 45a60c. Rice firm at 8a8½c. Crude petroleum 13⅛c; refined 22a22½c. Turpentine firm at 85½a85c. Pork dull and a shade lower; new mess $14 05; old $13 25a13 37; prime $12 00; new prime mess $14 00; mess, April, $14 25; Beef steady; new mess $9a11; extra $11a13; hams $23a26. Dressed hogs dull at $5 87. Cut meats steady; hams 8¾a9½c; shoulders 5¾a6c; middles quiet. Lard steady; No 1 to prime steam 9⅛a9½c; kettle 9¾c. Butter quiet and steady; western 9a22c. Cheese 11a17c.

New York Dry Goods Market.

NEW YORK, February 16.—The dry goods market is more animated and prices generally on the rise. Woolens are held with increased firmness, in view of the excitement and rapid advance of the staple. In the goods market prices are very irregular, values not being yet established, but the whole tendency of prices is upward. Slater & Son's Red Cross vigans, and Garner & Co.'s are advanced to 14c; Red Cross cambrics to 9½c for glazed; cottonades are in request and higher; farmers and mechanics double and twist cassimeres are up to 35c; and are quick; New York Mills D. and D. 37½c; do checks 25c; Droit plain 27½c; standard bleached drillings are up; sheetings 12c; do S. 13½c; do G, 11½c; do W, 17½c; do T T standard, 14½c; Booth A bleached muslins 12½c; do G 13½; Suffolk B do, 14½c; do L, 11½c; York improved denims, 26c. Cabot 4-4 bleached muslins are up to 16c; do 7-8 do. 14c; do 9-8 do. 17c; do 5-4 do. 19c; do Kersarge slate sateens, 16½c; do crown, 17c; Nevea A brown sheetings are up to 12½c; Webster, 12½c; Waltham F do 14c; do 45-inch 16½c; do 9-4 do 32½c; do 10-4 do 30½c; do 11-4 do 42½c; do 10-4 bleached 42½c; do 9-4 do 37½c; do 8-4 do 32½c; do 6-4 do 27½c; Allendale 8-4 brown sheetings are 2c higher; Androscoggin 8-4 do 9-4 do and 10-4 do are all 2½c ℔ yard higher. In ginghams the market is a little irregular, Lancaster goods being 1c higher, while most other makes are ½ to 1 cent lower.

Buffalo Live Stock Market.

BUFFALO, February 16.—Cattle—receipts 768, making a total for the week of 5,307 or 312 cars, against 328 for last week; market strong and active; rates fully sustained. Sales of 611 Illinois steers, of 1,162 to 1,266 ℔s, at $5 75a6 65; 5 Michigans, of 1,166 to 1,260 ℔s, at $5a5 75.

Sheep—receipts 400; market firm and active. Sales of 274 Canada sheep of 100 ℔s at $6 65; Canada sheep and lambs of 102 ℔s at $7 25; 80 Illinois sheep of 82 ℔s at $3 43; Indiana sheep of 74 to 82 ℔s at $6a6 50.

Hogs—receipts 928; market firm; buyers holding off for lower prices. Sales 730 at $4 55a4 75 for light, and $5 for prime heavy.

New York Cattle Market.

NEW YORK, February 16.—Beeves—receipts to-1,700, making 6,800 for the week; stock was late in to-day, and few sales, but no change; sales 4 cars Cherokees, 4½ cwt, at $42 00; a car Ohio, 6¾ cwt, $77 50; 5 cars Illinois, 7 cwt, $10 75a12 00.

Sheep—Receipts 5,609, completing 24,600 for the week; market good; a lot of 110 ℔s Illinois sold at 8¼c; 2 cars 110 ℔s Ohio 9c; 2 cars 100 ℔s Indiana 8c; 1 cars 117 ℔s Canadas 8½c.

Hogs—Receipts 3,000 to-day and 29,600 for the week; market firm; no change; western dressed holding at 5⅞c, with 5⅝c offered; very few sold at 5¾c.

Milwaukee Market.

MILWAUKEE, February 16.—Flour quiet and unchanged. Wheat steady; No 1 $1 27½; No 2 $1 25. Oats dull; No 2 32½c. Corn firm; No 2 mixed 40½c. Rye firm; No 1 73c. Barley firm at 59c. Hogs firm at $4 10a4 35. Mess pork quiet and weak at $12 25.

Detroit Market.

DETROIT, February 16.—Wheat firm; extra $1 52½; No 1 white $1 51½; amber $1 48. Corn firm at 50c. Oats firm at 40c. Cloverseed $5 60. Hogs $5 35a5 40.

COTTON MARKETS

Memphis.

MEMPHIS, February 16.—Cotton firmer at 22c.

Nashville.

NASHVILLE, February 16.—Cotton firm; low middling 21c.

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Office, No. 15 Market Street, Pittsburgh

OCEAN STEAMERS.

Date of Departures from New York.

1872.

City of Montreal	Feb. 17	Liverpool.
India	Feb. 17	Glasgow.
Spain	Feb. 14	Liverpool.
Republic	Feb. 17	Liverpool.
Russia	Feb. 21	Liverpool.
Idaho	Feb. 21	Liverpool.
W. Laurent	Feb. 24	France.
City of London	Feb. 24	Liverpool.
Queen	Feb. 24	Liverpool.
Atlantic	Feb. 24	Liverpool.
Algeria	Feb. 28	Liverpool.
Colorado	Feb. 29	Liverpool.
Baltic	Mar. 2	Liverpool.
Egypt	Mar. 2	Liverpool.
Siberia	Mar. 2	Liverpool.
Wisconsin	Mar. 7	Liverpool.
Washington	Mar. 9	Liverpool.

RIVER TELEGRAMS.

Brownsville, Pa.

Special Dispatch to the Commercial.

BROWNSVILLE, PA., February 16, 1872.

River falling slowly, with seven and a half feet of water in the channel. Weather clear; thermometer 34 at 6 P. M. C.

Greensboro.

Special Dispatch to the Commercial.

GREENSBORO, February 16, 1872.

River stationary, with six feet of water in the channel. Weather cloudy; thermometer 40 at 4 P. M. F.

Wheeling, W. Va.

Special Dispatch to the Commercial.

WHEELING, W. VA., February 16, 1872.

River nine feet six inches and falling; the ice broke at nine o'clock last night; no damage done. The Express came to the landing this afternoon, and will leave for Parkersburg at 11 A. M. Weather pleasant. M.

Ironton, O.

Special Dispatch to the Commercial.

IRONTON, O., February 16, 1872.

River rising slowly; the ice has melted and broken so much to-day as not to interfere with navigation; weather moderating; raining since noon. The Kittie Hegler left at 2 P. M. for Cincinnati. She added one hundred tons of Hecla metal and about ten tons of scrap, and turning here her guards were dragging. The J. C. Crosley, from Guyandotte, and return; Chesapeake up to-night. K.

For Latest River Dispatches See Outside.

RIVER NEWS.

THE marks last evening indicated seven feet three inches and falling slowly. The weather moderated and was pleasant.

THE towboats Wild Duck and Rover are receiving for St. Louis.

THE towboat Ironsides was at Cairo yesterday *en route* for St. Louis.

CAPT. JOHN A. WILLIAMS's mammoth steamer Exporter will soon be ready for business.

CAPT. B. WAY, an old Ohio boatman, died at Wellsville on Monday.

THE steamer Arlington, Captain D. Moore, having the principal portion of her cargo on board, will have quick dispatch.

THE steamer Messenger, Captain George W. Reed, will be the first boat for Evansville, Clarksville and Nashville.

THE packet "Granite State," Capt. Kerr, will take her departure on Monday positively at 3 P. M. for Cincinnati and all way points. Passengers and shippers can rely on this.

THE following boats are receiving, and will leave as soon as weather and ice will permit: Granite State, Cincinnati; Arlington, Louisville; Messenger, Nashville; Wild Duck and Rover, St. Louis.

ST. LOUIS.—The *Republican* says: W. H. Brown's agent at this city has made arrangements with the Cairo Short Line Railroad to have seven car loads of coal transferred from Cairo to this city, which is to supply the gas company.

THE Frankfort *Yeoman* says: "The river at this point is now clear of ice and rising slowly, with six and a half feet in the channel by the pier mark. The Blue Wing No. 3, and towboat Dick Fulton are still here at the wharf. The Blue Wing will leave for Shaker Ferry on Wednesday morning, and will leave for Louisville on Friday morning, as it is thought the Ohio River will be clear of ice by that time. The towboat Dick Fulton will leave for Cincinnati on Wednesday morning with a tow of empty coal barges, and will return with a tow of coal for this place."

THE Cincinnati *Enquirer* says: A coal barge containing 12,000 bushels of coal, belonging to Dunshea & Co., was sunk by the ice Monday night at the mouth of Mill creek.

A test of several life-preservers was made yesterday at the furnishing establishment of John A. Bailey, which Local Inspector Deveny and several steamboatmen witnessed. The only life-preserver that stood the test was the one manufactured by Starkman & Co., of New York. The buoyancy required is four pounds to every pound of cork, each life-preserver to contain six pounds of cork.

AFFAIRS AT CINCINNATI.—No further damage is reported since the sinking of the Nashville, Wananita and Belle Vernon, except the small government steamer Major Saunders.

The ice stopped running last night and is now gorged at this point, extending from nine mile island to North Bend, a distance of about thirty miles.

The gravest apprehensions are now felt as we are in the middle of the gorge.

The underwriters this morning ordered all boats to unload their cargoes.

The weather is moderate and sleeting.

INSURANCE ON THE NASHVILLE AT CINCINNATI.—The insurance companies hold risks as follows: Commercial, $3,000; Eureka, $2,500; American, $2,500; Burnet, $2,500; Union, $2,500; Enterprise, $2,500; Farmers', $2,500. The interest of each of her owners is one-third. Her freight list is insured in the National $2,000. The cargo of the Nashville was insured in this city as follows: In the German, $900; National, $500; Western, $1,400; Merchants and Manufacturers', $1,600; Commercial, $775; Bonsall's Agency, $6,000; Andes, $1,400; Eureka, $675; American, $1,400; Enterprise $2,000; Washington, $750; Citizens', $2,800; Farmers', $2,050; Globe, $650; Burnet, $3,048; Cincinnati, $600; Union, $1,000; Firemen's, $300; Evans, Lindsay & Cassilly's Agency, $1,400. Also, in the Commercial Mutual of New York for $10,000. The New Orleans offices have probably risks amounting to about $10,000. Cargo not insured is valued at about $10,000. Mr. Cassilly informs us that the cargo amounted in value to a sum not exceeding $50,000, which makes the amount much smaller than above stated. The Nashville has not changed her position. Her cabin is listed badly to her starboard side, and only strong lines now prevent its going off. Her cabin floor is covered with water.

WEDNESDAY'S ST. LOUIS REPUBLICAN ON THE SITUATION.—"Hope deferred maketh the heart sad," and consequently the hearts of our steamboat friends have sunk low, very low, and there is no more courage in them. Day before yesterday everything looked favorable, and river men were busied in getting everything ready for an active resumption of business. The weather was warm, the sky overcast with clouds, and the south wind was melting the ice at a rapid rate. So matters continued until a late hour at night. But that pestiferous prophet old "Probabilities" made known to a select few as early as eight o'clock on that evening that there was a "great atmospheric disturbance," and that the citizens of this region might expect blue squalls from the snowy regions of the Northwest before the day dawn. The seer, who might justly be entitled "old reliability" instead of "probabilities," was right. The current of moving air set in from the northwest, down went the mercury in the thermometer tube, down went the hopes of steamboatmen, and down went the coal—into the grates—and up went the rates on freight. The slush hardened, and yesterday morning presented a surface as hard and smooth as though it had been a sea of glass.

On the 6th of April, 1842, the Anawan, piloted by Captain H. Carson, went through a gorge from Gilbert island to Quincy, a distance of thirty-five miles in five hours. This was the longest winter known. She was commanded by Capt. Whitney, afterwards President of the Sacramento River Navigation Company, where he accumulated considerable wealth, and died about three years ago. In the same winter the LaSalle was caught in a gorge at Quincy on the 14th of November and remained there till the 8th of April. She came out with very little damage.

"All About the Boats and Barges."

Liverpool—The towboat Tom Dodsworth and barges are all right. One barge had the side stoved in. Damage slight.

Industry—Towboat Ben Wade, Jr., and barges are all safe, receiving no injury.

NEW CUMBERLAND.—The towboat Lion and barges escaped finely. One barge was forced on shore, but will be easily got off when the river rises.

THE towboats Sharp McDonald and Coal Hill, at the Custers, below Yellow creek, have several times been broken by the ice.

AMONG the boats and barges swept away on Thursday, at Cincinnati, were four barges owned by J. V. McDonald, and six owned by Hon. Jas. Walton.

THE towboat George Lyle has not yet been removed from her perilous position at Logston.

COAL MEN who had towboats and barges between Cincinnati and Wheeling were waiting anxiously to hear from the same.

IMPORTS BY RAIL AND RIVER.

Pittsburgh, Ft. Wayne and Chicago Railroad.

Hersher & co, 25 bbls flour. Houck, J & co, 1 do cider. Schomaker & S, 1 do do. S Hodgdon, lot h h goods. Loh, Son & co, 8 bbls potatoes, 64 do apples. W Fleccus & Son, 29 sks scraps. Vangorder & S, 8 pkgs mdse. John Hetnecke, 1 car stone. H Rea, Jr, 2 buckets butter. Gamble & A, 10 bbls spirits, 3 do wine, 1 keg brandy. C G Hussey, lot copper. Bruner Bros, 1 bbl h ware. Hormser & A, 2 cases cigars. Jones & Laughlin, 41 pcs iron. Maloney & L, 1 car stone. E H Myers, 1,250 g hams. T C Jenkins & Bro, 200 bbls flour. J W Meek, 170 bgs rye. N J Bradin, 3 bxs butter. Schomaker & A, 100 bbls corn meal. Graff, Bennett & co, 4 cars limestone. J G Moss, 1 car fire brick. W P Towsend, 18 casks rivets. H Gerwig & Son, 6 bales twine. Fahnestock & B, 1 bx handles. Harwith & D, 17 bxs cheese. McQueenan & D, 1 car lumber. M McWhinney & co, 50 s skeins. Davis C & co, 16 sks kegs. Schoemaker & co, 200 bbls flour. Mullin & M, 14 crates old iron. Voigt, M & co, 11 bbls apples. Adams & K, 1 car oats. Jas Callery, lot hides and leather. Vanfassan, 7 bbls apples. J Hammett & S, 157 hides. Laing & McK, lot bags.

ALLEGHENY STATION.

Spear & Glenn, 1 car hay. Geo Stewart, 1 car lime. W H Brill, 2 bx mdse. J Hippley, 1 car oats. P Holdeman, 47 bales flax moss. S P Armstrong, 10 bbls apples. D Pvrter, 1 car hay. J W Unger, 1 do do. Geo Stewart, 1 car hay. M Well & co, 1 do do. Jas Craig, 1 do do. R A Carson, 14 sks potatoes. Jno H Thomas & co, 20 bxs axes. W Woodruff, 50 do do. Geo Stewart, 1 car lime. R Knox & Son, 1 car hay. M Steele & Son, 3 cars ear corn. Whitaker & Phillips, 48 bbls shovels. Owens & Barkley, 20 bxs axes. Superior Iron Co, 6 cars limestone. M B Snyder, 1 car feed and oats. Drum, Thompson & co, 1 car lumber. Eagle Cotton Mills, 53 bales cotton. Kennedy, Childs & co, 1 bale do. Homles, Bell & co, 1 car do. Alex Wilson, 1 case tobacco, 10 bxs do. A & J Groezinger, 100 bbls hides. R & W Jenkinson, 1 hhd tobacco. Krunkle & H, 14 packages furniture.

Cleveland and Pittsburgh Railroad.

J H Lippincott, 10 cases tobacco. S Ewart & co, 20 do do. Shipton & Wallace, 25 do do. Pretzfield Bros, 5 pails and 2 bxs tobacco. E Enrieck 2 pails do. D S Erb & co, 52 do do. Voigt, Mahood & co, 1 car apples, Slack & Sholes, 2 cars lumber. McQuean & D, Mullin Stein, G W Bitner, G A Mundorff, each 1 car lumber. Carter Bros, 10 half butts tobacco. Schmidt & F, 10 bbls whisky. S Klinordlinger, 6 do do and 6 qr casks do. Dillenger & B, 10 bbls whisky. E R Hurlburt, 1 box crons. M Ritton, 1 case shoes. Faber & VanDoren, 1 pump, 1 boiler, 4 castings, 2 bxs. W W Ragdon & co, 1 car lumber. S S Marvin, 1 bx butter. W H Brown, 1 s pump. J Ricketts, 67 pcs s pipes. W Welsh & co, 12 bbls of flour. W G Miller, 1 car oats. Arbuckles & co, 30 kegs and 5 bbls p barley. J E Strickler, 1 bbl of oat meal. Swain & Ramsey, 65 bxs candles. P C & St L R R, 7 do do. Eliza Frame, lot h h goods. Aiken Wallace, 14 kegs a butter. Knox & Orr, 25 dozen wash boards. Hamilton, L & A, 1 coffin. E M Johnston, 1 locomotive and steel tire, Adler Rosenberger, 50 bbls whisky. Jos Woodwell, 1 bx axles. J H Lippincott, 10 hf butts tob. Jno Fullerton, 1 case tob. George Kelley, 1 case mdse. Hubbard, L & B, 1 case saws. P Duff & Son, 6 sks d apples. Paine & A, 3 bbls whis. J H Lippencott, 5 pkgs p barley 5 kegs o meal; J A Graff, 3 bbls butter; A S Gilmore, 2 cases cigars; T T Bailey, 1 bbl g ware; Wm Miller, 1 bx cigars; Wm M Gornley, 1 bx cigars; Jas McKay, emp bbls; Spencer McKay, lot ale bbls; J C Buffum, 3 bxs bottles; Voigt, M & Co, 1 tub butter, 2 bbls g apples 1 bbl beans; J A Graff, 2 casks cheese.

Allegheny Valley Railroad.

Keef & O, bx mdse. Shoenberger & co, 3 cars limestone. Diamond Ink co, 1 bbl turpentine. Whitmore, W D & co, 1 doz stoves. D O Shaver, 20 bbls ref oil. Erskine & Co, 1 car clay. A F Daizell, 2 cars ore. S T Detrick, W Peters, W Hoffman, J Rotheif, J Hoffman, W Hoffman, G Domlen, each lot calves. G W Glass, 12 bbls oil. J Enright, lot beef hides. Reymer Bros, 1 bag d peaches. Watt, L & co, 1 keg tobacco. Seibert & Berg, lot hides. W Lindsay, 9 sacks oats, 10 do corn, 1 calf. G & B Leech, R Palser, W Flynn, W Connor, H F Buggeman, J Arthbarnot, T Crea, Thomas White, T Crosier, Peter Bloom, each a lot of butter, eggs, &c.

Pittsburgh, Cincinnati and St. Louis Railroad.

Haworth & D, 21 bbls peas. Reymer & Bro, 15 bbls peas, 25 bbls d peaches. Voigt M & co, 5 kegs butter. Albert Glockner, 5 bbls whisky. Slack, Jamison & co, 50 bbls d peaches. W H Nanker & Son, 50 bbls flour, 1,000 ℔s mill feed in bulk. Lang & McKalsop, 2 cars hay. M F Herron, 1 car bulk oats. S B Flays & co, 3 cars bulk oats. Bosket & Gernig, 1 car ear corn. M Neelander, 9 sks corn. S Lindsay, jr & co, 120 bbls flour. Keil & Rickart, 36 sacks barley. P Geist, 275 sacks malt. John Berns, 1 car oats. B Duff & Son, 189 sks barley. Hitchcock, McC & co, 1 car oats, 1 do do corn. Wm B Hays & Son, 1,360 s c hams. Dorrington Bros, 360 sks oats. Bable & co, 2 cars bulk do. Mills & co, 70 bbls cement. F Sellers & co, 50 kegs pigs feet. Wm Cooper & co, 10 sks potatoes. P C Hunker, 10 sks pea nuts. Voigt, M & co, 59 bags c feed, 3 do 1 do, 65 do wheat, 50 do oats. Chas Smith & co, 1 car iron ore.

Western Pennsylvania Railroad.

THROUGH—100 bdls hides, A Holsteine; 2 pkgs groceries, C Reiss; 3 bxs shoes, C Gees; 68 bdls nail rods, J McCutcheon; 3 pkgs mdse, J Eisenbeis; 2 do do, A W Erwin & Co; 2 do do, A W Kredel; 1 do do, W H Bull, 1 do do, J Caldwell; 3 bbls molasses, G F Cunley; 5 bxs cheese, F Beckert; 3 pkgs h ware, Shaub & Gross.

LOCAL—2 cars sheet iron, Rogers & B; 2 bxs d peaches, Haworth & D; 2 sks rags, J R Weldin; 5 cars lumber, Reed Bro; 2 do do, J C Patterson; 1 do, W Anshutz; 1 do do, John Nanz; 1 do do, Nicholas Melchier.

Receipts of Coal per A. V. R. R.

	Cars.		Cars.
Kier & Foster	41	Armstrong, D & Co	64
Coleman, R & Co	64		
Total			169

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PIG LEAD.

LEAD PIPE, SHEET LEAD,
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FLORAL OIL FLORAL OIL FOR THE TOILET.

Notwithstanding the fact that mixtures of every description purporting to be peculiarly adapted to the Hair, are to be found in almost every Drug Store and Grocery in the country, the want of an agreeable, cleanly, and healthful dressing for the Hair is evident. Nearly all the preparations in use are made from animal oils, and as a consequence they display a common feature,—they dry rapidly, are more or less gummy, and in time become rancid to offensiveness. This is especially true of the "Pomades" and "Washes" under fancy names, made from the rankest and filthiest of all the Animal Oils. Experience proves that Vegetable Oils meet every requirement for a Dressing for the Hair. They retain moisture far greater length of time than Animal Oils. They are not injurious, and when used judiciously, produce beneficial results. THE FLORAL OIL, prepared by Messrs. ABEL & CO., from Pure Vegetable Oil, possesses these properties in an eminent degree. It is at once one of the cheapest, most cleanly, healthful, and agreeable preparations, perfumed with rare odors, ever presented to the public. It will be found especially agreeable as an aid in dressing the hair of Children and Ladies. Promotes the growth of the Hair and imparts to it a rich lustre. No Toilet complete without it.

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RAILROADS:

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY, PAN-HANDLE ROUTE.

After DECEMBER 3d, 1871, Trains leave from and arrive at the Union Depot, Pittsburgh, Pittsburgh Time:

DEPARTS.		ARRIVES.	
Fast Line	1:58 a m	Southern Ex	2:33 a m
Columbus Mail	5:08 a m	McDonald Ac	7:13 a m
Washington Ac	6:58 a m	Washington Ac	9:48 a m
Pacific Express	9:43 a m	Steubenville Ac	10:13 a m
McDonald Ac	11:38 a m	Cincinnati Exp	12:18 p m
Southern Ex	3:13 p m	McDonald Ac	4:13 p m
Steubenville Ac	3:35 p m	Columbus Mail	5:48 p m
McDonald Ac	5:58 p m	Fast Line	6:58 p m
Sunday Ch train	12:58 p m	Sunday Ch train	9:58 a m

2:13 p. m. Southern Express will leave daily.
12:13 p. m. Cincinnati Express will arrive daily.
All other trains will run daily, except Sundays.
Trains on Chartiers Railroad will leave Mansfield on the arrival of Washington Accommodation, leaving Pittsburgh at 9:08 a. m., and Steubenville Accommodation, leaving Pittsburgh at 3:35 p. m. Returning, will connect at Mansfield with Washington Accommodation, due in Pittsburgh at 8:48 a. m., and Mail Train due in Pittsburgh at 5:48 p. m.

Sleeping Cars, without change, to Cincinnati, Louisville, Indianapolis and St. Louis.

J. N. McCULLOUGH, Gen'l Manager.
F. R. MYERS, General Passenger and Ticket Agent.

PITTSBURGH, WASHINGTON AND BALTIMORE—CONNELLSVILLE ROUTE.—On and after MONDAY, November 20th, 1871, Trains will arrive and depart from Depot, corner Grant and Water streets, as follows, City Time:

DEPART.		ARRIVE.	
Baltimore Ex	6:30 a m	1st McKeesport Accommod'n	6:40 a m
Cumberl'd Mail	6:50 a m	2d McKeesport Accommod'n	7:40 a m
1st McKeesport Accommod'n	11:00 a m	West Newton Ac	8:35 a m
Mixed Way	1:00 p m	Uniontown Ac	9:50 a m
Uniontown Ac	3:10 p m	Pittsburgh Ex	11:00 a m
West Newton Ac	4:40 p m	3d McKeesport Accommod'n	2:10 p m
2d McKeesport Accommod'n	6:25 p m	Cumberl'd Mail	6:10 p m
3d McKeesport Accommod'n	11:00 p m	Mixed Way	7:20 p m
West Newton Church Train*	12:50 p m	West Newton Church Train*	10:05 a m

*Sunday only. Baltimore Express departs and Pittsburgh Express arrives daily. All other Trains Daily except Sunday.

The Baltimore and Pittsburgh Express, Mail and Uniontown Accommodation east and west, will connect at Broad Ford and Connellsville with trains to Mt. Pleasant and Uniontown.

Central Ticket Office, corner Fifth avenue and Smithfield streets, Pittsburgh. Tickets Sold and Baggage Checked to all points east and south.

D. D. ANGELL, Master Transportation.

ALLEGHENY VALLEY RAILROAD.

NEW LINE TO BUFFALO THROUGH THE OIL REGIONS.

On and after MONDAY, November 20th, 1871, Three Through Trains daily, (except Sunday), will leave and arrive at Pittsburgh, city time, for Franklin, Oil City, Buffalo, and all points in the Oil Regions.

	Leave.	Arrive.
Day Express	7:40 a m	8:45 p m
Night Express	8:10 p m	6:30 a m
Mail	11:40 a m	5:50 p m
1st Hulton Accommodation	6:55 a m	6:45 a m
Brady's Bend Accommod'n	3:20 p m	10:20 a m
Freeport Accommodation	9:50 a m	2:00 p m
Soda Works Accommodation	6:00 p m	8:15 a m
2d Hulton Accommodation	4:35 p m	8:55 a m
3d Hulton Accommodation	10:50 p m	7:15 p m
Special Sunday Train to Parker	7:40 a m	8:45 p

Church Train to and from Soda Works (Sundays) arrives at Pittsburgh at 9:50 A. M., and leaves at 12:50 P. M.

A Special Sunday Train leaves Pittsburgh every Sunday at 7:40 A. M., arriving at Parker at 11:31 A. M. Returning leaves Parker at 5:00 P. M., and arrives at Pittsburgh at 8:45 P. M.

Express Trains stop only at principal points, Accommodation Trains stop at all Stations.

Pullman's Drawing Room Sleeping Cars on Night Express Trains, between Pittsburgh and Titusville.

Through Coaches on Day Express Trains between Pittsburgh and Brocton.

J. J. LAWRENCE, General Supt., Pittsburgh.
JAS. H. BRAY, Ticket Agent.

PENNSYLVANIA CENTRAL RAILROAD—After NOVEMBER 12th, 1871, Trains will arrive and depart as follows:

EASTWARD. Through Trains Leave Union Depot.		WESTWARD. Through Trains Arrive at Union Depot.	
Pacific Express	2:50 a m	Mail Train	1:05 a m
Mail Train	7:35 a m	Fast Line	1:25 a m
Cincinnati Ex	12:50 p m	Cincinnati Ex	[illegible]
Philad'a Ex	5:20 p m	Southern Ex	9:10 a m
Fast Line	7:20 p m	Through Pas	11:50 a m
		Pacific Ex	2:05 p m
		Way Passenger	8:20 p m

LOCAL.		LOCAL.	
Walls No. 1	6:30 a m	Walls No. 1	6:20 a m
Walls No. 2	7:55 a m	Brinton Ac No. 1	7:50 a m
Walls No. 3	10:20 a m	Walls No. 2	7:50 a m
Walls No. 4	11:51 a m	Walls No. 3	11:05 a m
Walls No. 5	3:20 p m	Johnstown Ac	5:50 a m
Johnstown Ac	4:05 p m	Walls No. 4	1:20 p m
Brin'n Ac No. 1	4:50 p m	Wall's No. 5	3:20 p m
Brad'ks Ac No. 1	5:35 p m	Walls No. 6	5:50 p m
Walls Ac No. 6	6:05 p m	Brint'n Ac No. 2	6:50 p m
Brin'n Ac No. 2	9:20 p m	Brad'ks Ac No. 1	7:20 p m
Wall's No. 7	11:05 p m	Brin'n Ac No. 3	11:10 p m

Cincinnati Express, Pacific Express and Brinton Accommodation No. 2 leave daily. All other Trains daily except Sunday.

Pacific Express, leaving Pittsburgh at 2:50 a. m., arrives at Harrisburg 11:35 a. m.; Philadelphia 3:40 p. m.; Baltimore 3:00 p. m.; Washington 5:05 p. m.

Cincinnati Express, leaving Pittsburgh at 12:50 p. m., arrives at Harrisburg 10:35 p. m.; Philadelphia 3:05 a. m.; Baltimore 2:30 a. m.; Washington 5:30 a. m.

Philadelphia Express, leaving Pittsburgh at 5:20 p. m.; arrives Harrisburg 2:30 a. m.; Philadelphia 6:40 a. m.

Fast Line, leaving Pittsburgh at 7:20 p. m., arrives Harrisburg 3:55 a. m.; Philadelphia 8:05 a. m.; Baltimore 7:30 a. m.; Washington 10:00 a. m.

The Church Trains leave Wall's Station every Sunday at 9:15 a. m., reaching Pittsburgh at 10:05 a. m. Returning leaves Pittsburgh at 12:30 p. m., and arrive at Wall's Station at 2:05 p. m.

For further information apply to

W. B. STOREY, Agent, Union Depot, Pittsburgh.
A. J. CASSATT, General Superintendent, Altoona, Pa.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY, AND CLEVELAND AND PITTSBURGH RAILROAD.

From NOVEMBER 12th, 1871, Trains will leave from and arrive at the Union Depot, Pittsburgh, City Time, as follows:

LEAVE.		ARRIVE.	
Fast Line	1:58 a m	Pacific Ex	2:23 a m
Cin and Whg Mail	6:43 a m	Wheeling Ex	10:13 a m
Erie and Ygn Ex	7:13 a m	Chicago Ex	12:23 p m
Chicago Mail	7:23 a m	Chi&St. Louis Ex	1:58 p m
Pacific Exp	9:53 a m	Cleveland Ex	4:58 p m
Clev and Whg Ex	2:23 p m	Erie and Ygn Ex	6:13 p m
Chicago Exp	1:58 p m	Chicago Mail	6:48 p m
Wellsville Ac	4:38 p m	Clev and Whg Ex	6:33 p m
Erie Express	4:48 p m	Erie Ex	11:18 p m
Depart from Allegheny.		Arrive in Allegheny.	
Beaver Falls Ac	10:23 a m	Leetsdale Ac	6:53 a m
Leetsdale Ac	11:53 a m	Beaver Falls Ac	8:08 a m
Leetsdale Ac	1:33 p m	Enon Ac	8:58 a m
New Castle Ac	3:58 p m	Leetsdale Ac	10:23 a m
Enon Ac	5:08 p m	Leetsdale Ac	12:43 p m
Leetsdale Ac	5:28 p m	Beaver Falls Ac	2:23 p m
Beaver Falls Ac	6:23 p m	Leetsdale Ac	4:33 p m
Leetsdale Ac	10:43 p m	Leetsdale Ac	5:33 p m
Fair Oaks, Sunday Church	12:43 p m	Fair Oaks, Sunday Church	9:58 a m

Chicago Express leaves daily.
Chicago Express arrives daily.
Fast Line leaves daily, Mondays excepted.
Pacific Express arrives daily, Mondays excepted.
All other trains will leave and arrive daily, Sundays excepted.

J. N. McCULLOUGH, General Manager.
F. R. MYERS, General Passenger and Ticket Agent.

WESTERN PENNSYLVANIA RAILROAD.—On and after NOVEMBER 13th, 1871, the Passenger Trains on the Western Pennsylvania Railroad will arrive at and depart from the Federal street Depot, Allegheny City, as follows, (Allegheny Time):

Arrive.		Depart.	
Springdale No. 1	6:35 a m	Mail	6:50 a m
Freeport No. 1	8:30 a m	Freeport No. 1	9:30 a m
Express	10:30 a m	Claremont Ac	11:20 a m
Claremont Ac	1:18 p m	Springdale No. 1	2:45 p m
Freeport No. 2	3:55 p m	Express	3:35 p m
Mail	5:40 p m	Freeport No. 2	4:40 p m
Springdale No. 2	6:20 p m	Springdale No. 2	6:25 p m

The above Trains run daily except Sunday.

The Church Train leaves Freeport every Sunday at 8:10 A. M., reaching Allegheny City at 9:50 A. M. Returning, leaves Allegheny City at 12:50 P.M., and arrives at Freeport at 2:50 P. M.

The 6:50 a. m. Train and the 3:35 p. m. Train from Allegheny City make direct connection for Butler.

For further information apply to

JAMES LEFFERTS, Agent, Federal Street Depot.

Local Tickets to all important Stations on the main line of the Pennsylvania Central Railroad.

A. J. CASSATT, General Superintendent, Altoona, Pa.
ROBT. NEILSON, Superintendent, Pittsburgh.

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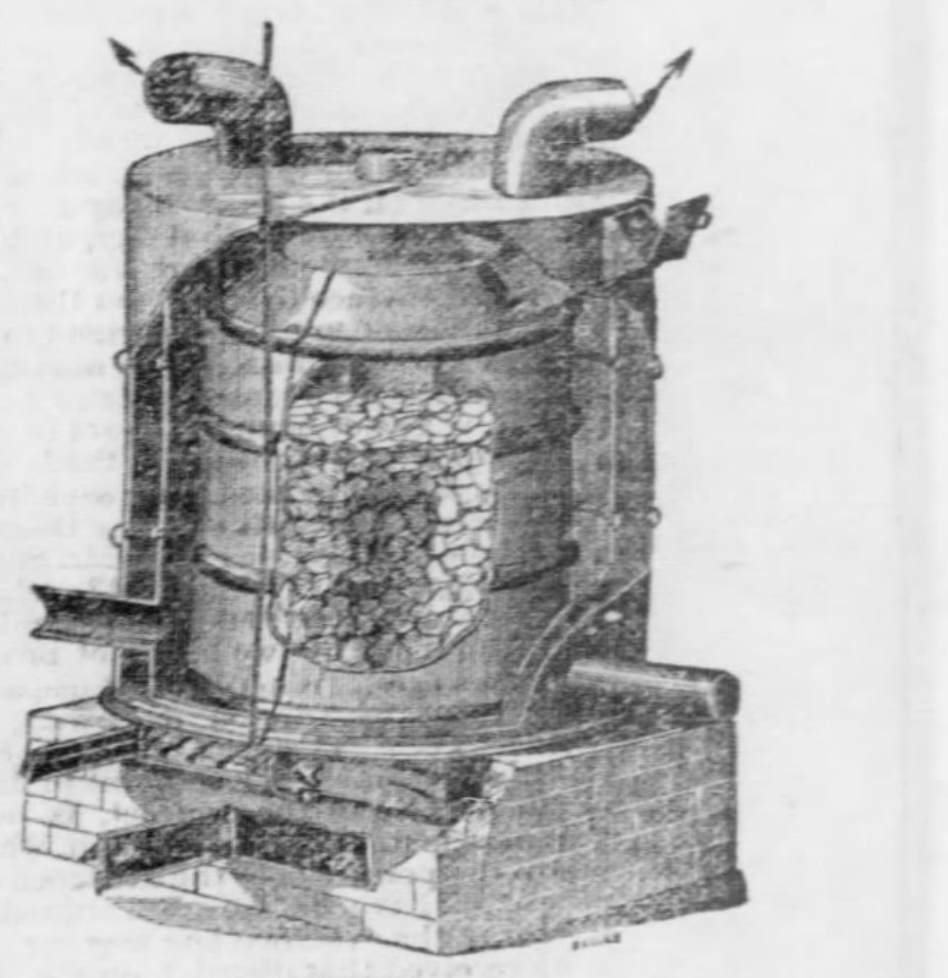

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(Continued from First Page.)

the city that he would get tanks and store the oil at their cost, unless they promptly unloaded it. And we have shown that there was a contract made by the company by which a tank was procured and the detained oil placed in it, and that 3,000 barrels of it were actually put in the tank. Turn which way you will, you will find from the evidence this detention general and oppressive upon the company. There was also detention upon the West Penn Road, at a number of refineries. In the midst of this trouble of the company, this damaging derangement of their transporting facilities, Mr. Owston goes on the 20th of the month to the company's office in this city and made a contract, as he says, with Mr. Lawrence, for twenty cars a day for the balance of the month. Place yourselves right there at that time, consider the scarcity and detention of cars, the applications and urgent and repeated demands for cars, and I ask you, would any man on the jury have made such a contract as is now alleged to have been made by Mr. Owston? Remember that the company was bound to treat all its customers alike, and that it had no right to make such a contract to their detriment. Suppose you had this contract in writing laid before you, signed by the company and signed by Owston & Sowers, and the question was submitted to you now, did the General Superintendent, under all the circumstances existing about the twentieth of the month, rightfully and without fraud make such a contract—what would be your verdict? Would you pause for a moment in coming to a conclusion? Would you not say at once, no man had a right to make such a contract as that? It was a gross violation of his duty. It was a base violation of the trust reposed in him, because here were people standing all about him whose rights ought to be just as much respected as Owston & Sowers. Take all the facts and consider whether it is probable that either Col. Phillips or Mr. Lawrence would have made such a contract as that? I asked Mr. Owston why he went on that day to see Col. Lawrence. Do you recollect his reply? He said he did not go there to make a contract that day. Pray what did he go for?

He went to see if he could get cars—Col. Phillips having told him on the 16th, as he testifies, that he would do all he could to give him cars, and he went there on the 20th, as he says, not to make a contract. What did he go for? Is it not certain that he went there to get all the cars he could, not to make a contract, trusting he had the friendship of Col. Phillips, that if there was any party favored about the office he would be the party. Now, gentlemen, it becomes here a very important consideration. When was this contract made, if made at all? They have no memorandum in writing of that date; not a scrap in writing, nothing whatever from which they can satisfy you that any such contract was made. Was it made on the 20th? I say there was no such contract made on that day, and I expect to be able to show you there was not. Nay, it is not my province to show you there was not. It is the duty of my learned friend to convince you that it was so made. If a man comes into Court and sets up a contract, claiming damages under it, is he not bound to prove its existence? It is his duty, as I understand the law, to show that the contract existed. He says that on the day he went to the office to see Colonel Lawrence, he got a dispatch from Mr. Sowers, asking for more cars. Where is it? Oh, they can produce almost any papers they need and bitterly complain that we have not produced all our messages. Where is that dispatch? Is it in the office of Owston & Sowers? Is it in their pockets? They can bring their books; but that telegram, so important to fix the date of the making of the contract, is not shown.

Where is it? Now, gentlemen, we are coming to the point where the existence of the contract will have to be determined upon the weight of the evidence one way or the other. If he received that dispatch on the 20th, as he says he did, why did not he produce it? Would it not be a powerful corroboration of Owston's evidence as to the time of making the contract if it bore that date. Oh, gentlemen, there was no such message. None whatever. They cannot produce it. It was dated the 22d of December, and they knew it. He does not attempt to account for its absence at this trial. He could have gone down to the telegraph office in this city and have obtained the original on file, if it had borne date the 20th. If it were produced it would damage his case. The non-production of evidence within a person's power ought to weigh against him, because the refusal to produce it is proof-positive that if laid before a jury it would convict its possessor of either falsehood or bad faith. I said in the very outset of this case, that the declaration that Mr. Owston made, that he did not go there to make a contract, was true.

I say that he was not at the office on the 20th as he claims, he has not a single solitary fact to corroborate him in that particular. What took place that day? Mark you, that is the 20th, he says. The time when the contract was made is designated and set apart by another fact. The contract that they set up here of the 20th was made when Mr. Lawrence and Mr. King and Owston were together. That fact you have from Mr. Owston, and you have that fact also testified to by Col. Lawrence and Mr. King, and there never was but one interview when those three men were together. When this contract was made Owston says that it was the 20th day of the month, and the other witnesses say it was the 22d. What other proof have we, gentlemen upon this subject? An attempt is made to corroborate Mr. Owston's testimony by calling James B. Thompson, who was a clerk in their employ. He says he went to Colonel Lawrence's office on the 20th day of the month; that their firm got a dispatch from Mr. Sowers at Oil City that they were not getting a sufficient number of cars, and that he went there about that time to learn why they were not getting the cars that they were promised. But, unfortunately for him, his evidence was not that Colonel Lawrence admitted making a promise for a specified number of cars daily for the balance of the month. His alleged admission by Colonel Lawrence to him was that their firm was to have twenty cars a day, but for how long a time the witness did not state.

Where is the message that Mr. Thompson swears their firm got that day, that induced him to go and have the interview with Mr. Lawrence? The production of that message might fix the day of the interview, so important to the case of the plaintiffs. Where is that dispatch, if indeed there was any? It is not produced, and no effort made to explain why it was not. Now, that I may make no mistake as to Mr. Thompson's evidence, allow me to read what he says. "About the 20th of December, 1869, I received a telegram from Oil City. Mr. Owston told me to go the railroad office and see why we did not get the cars; I went and saw Col. Lawrence and asked him why we did not get more cars; I said that we had only three or four cars put in instead of the twenty he had promised." He said, "he told him they did not get the cars he had promised them." Now, why is not that dispatch produced to show you whether his recollection is correct as to the time?" He says "Col. Lawrence told me that he would give us the cars as fast as he could get them. The day following I went back and saw Mr. Lawrence again. I then asked why we did not get the twenty cars a day. He then said we had violated our contract by running oil by river, and assigned that as a reason."

On the cross-examination he stated, "at the first interview he acknowledged his obligation to give us twenty cars a day, and said he would give them: next day we received eighteen cars; then a day or two after we got a dispatch that the cars were not being furnished. I then had the second interview, and Mr. Lawrence gave me a short answer, saying we had violated our contract. My recollection is not clear as to the conversation."

Col. Lawrence has been brought upon the stand, and has testified to you that he had no recollection of ever making such a satement to Mr. Thompson. It is not true, as he states that the plaintiffs got eighteen cars about the 20th; in fact they did not get that number on any day in the month; and from this it is manifest that he has no certain means of fixing the time when the interview took place. The evidence is clear on both sides that twenty cars were furnished the plaintiffs on the 23rd; the day after we claim the interview took place, so that as far as Mr. Thompson's evidence is concerned he did not prove the contract at all, either as to the time when made or its terms; and as to the statement that Mr. Lawrence had made a promise to give twenty cars a day, it is in part true—Mr. Lawrence had in a certain sense so promised. The dispatch sent by him on the 22nd to Mr. McCreery is as follows: I read you the original message; "Give Owston & Sowers twenty cars a day until further orders if they are prepared to load promptly."

There was in this dispatch an intimation in the way of a promise, that they should have twenty cars a day until further orders, if they were prepared to load promptly. Now, I say, there is nothing whatever in the testimony of Mr. Thompson that conflicts in the least with the exististence of this dispatch, and our theory of this transaction, and if Thompson had produced his dispatch before you, the one he says he got, it would turn out to have been on the 23 or 24th day of the month. But he goes down again the second time. He got another dispatch. Where is that dispatch? He does not produce it. He says at the first interview, "he acknowledged his obligation to give us twenty cars a day, and said he would give them," and the next day we got eighteen cars.

That is not true, but they did get twenty cars on the 23rd. Then a day or two afterwards he got a dispatch that the cars were not being furnished. Now, where is that dispatch? There are two dispatches withheld from your consideration. If they had produced them here, they would have fixed dates of these interviews beyond peradventure. In the absence of the dispatches to corroborate the witness, and in the palpable error he has committed in stating that shortly after his interview Owston & Sowers got eighteen cars at Venango, you cannot but conclude his evidence has little weight to support the contract claimed by the plaintiffs. The next witness as to this point was A. S. Goldricks, who was in the employ of the plaintiffs in December, 1869. I read from his deposition: "At the request of plaintiffs I called at Allegheny Valley Railroad office from the 15th to the 21st day of December, 1869. I saw Mr. Lawrence, Superintendent of the road, and Mr. King, assistant. I told Mr. Lawrence I was sent by Owston & Sowers to see how many cars per day they could get that month to ship oil in—then there was some conversation between Lawrence and King. They then said Owston & Sowers could have twenty cars a day for the balance of that month, December. I immediately telegraphed that arrangement to Mr. Sowers before I communicated it to Mr. Owston."

Upon the evidence of this witness, however, Col. Lawrence is clear, and contradicts him flatly. I will not take up your time in going over his evidence. In that conversation he told him he would not make him a promise for any specified number of cars, but he would do the best he could. His reply was, "I made the stereotyped reply that I made to all these people. I would do the best I could." Why, if there was anybody who would know of a contract of the 20th of December, it would have been Oliver McGuigan, who was plaintiff's agent to load oil at Venango City. He says, "Every time I went there to get cars, Mr. McCreery told me he was doing the very best he could; that he wanted to treat all the customers alike." Mr. McGuigan did not hold out as a witness to suit plaintiffs. They dropped him very suddenly when he began to make such declarations. Who else was there upon this subject? [illegible] to present all the evidence upon the [illegible] arrangement, and see where we McLaughlin was at Oil City.

He says "he resided at Titusville; was in the employ of Owston & Sowers; went about the 20th of December for cars; Mr. McCreery said he had instructions from Pittsburgh to give us twenty cars a day for the balance of the month; we got twenty that day and the next." On cross-examination he stated: "Mr. McCreery said his orders were to give me twenty cars a day. I fix the date on the 20th of December because we got twenty cars that day."

Now, look at it. He swears positively that on that 20th day of December, when he went there, they got twenty cars, and on the next day they got twenty. They did get twenty on the 23d, but not before. And then he states further—he tied himself, as it were, to the fact that he had gone there on the 20th day of the month—that he knew that fact because on that very day he got twenty cars. Can you trust such evidence as that? When there was no twenty cars given until the 23d, and only on that day of all the month?

Now, turn to the evidence on our part. Col. Lawrence and Mr. King came on the stand, and testified that they had an interview with Mr. Owston in December, about the middle of it. The date they fix by the dispatch of the 22d from Lawrence to McCreery. They say that in that interview Mr. Owston asked how many cars he could have; you have the sworn statement of Col. Lawrence and Mr. King, corroborated by Mr. Owston himself, that they were together and talked in the office of the Allegheny Valley Railroad Company but once during the month of December. Mr. King and Mr. Lawrence have detailed to you what that conversation was when the three were together as to the number of cars they could give him; and as to whether the unloading was being done promptly at that time. Col. Lawrence asked Mr. King how many cars he thought they could let Mr. Oswton have. What is Mr. King's reply? It was that the consignees were not unloading promptly. In this he is corroborated strongly by Mr. Owston himself—that they were not unloading promptly, that there was difficulty in getting cars. They talked awhile about it. Mr. King then went to his room. He had hardly been out of the office a moment when, according to the testimony of Mr. Owston Col. Lawrence made this contract with him to give him twenty cars a day for the balance of the month, and after he had made this contract he sat down and wrote this dispatch "Give Owston & Sowers 20 cars per day for the balance of this month, no excuse will be taken for violation of this order." He said he wrote that dispatch and handed it to Mr. Owston, he looked at it and handed it back, and Mr. Lawrence remarked it was pretty strong, and then tore it up. Why was it torn up? It was the very thing of all others that Col. Lawrence would have telegraphed up to the agent, if he had made such a contract as is claimed by plaintiffs in this case, but it was torn up and thrown under the table.

Does not this show out of Mr. Owston's own mouth that Col. Lawrence never intended at that time to commit himself to such a contract? Then there is a second dispatch. The first is, "Give Owston & Sowers twenty cars per day for the balance of the month; no excuse will be taken for a violation of this order." The second is, "Give Owston & Sowers twenty cars a day," adding something about being sure to have the order executed. The words in the first dispatch, "for balance of the month," are left out in the second, and I argue as to their omission that if you wanted any stronger testimony than that of Colonel Lawrence himself to disprove this contract, you have it in this fact that these words, "the balance of the month," are left out in this second dispatch. I say if Col. Lawrence had made such a contract as that he would have been guilty of a gross violation of his duty as Superintendent. Owston says further that he handed this message to a boy to be taken to the telegraph office. But Col. Lawrence has sworn positively that he never wrote or sent such a dispatch, and Mr. McCreery swears he never got such a dispatch. Now, what credence can you give such evidence when the dispatch is not produced? What more have we? We have a dispatch here sent by Mr. Lawrence on the very day that the interview took place. It has been identified as the one Mr. McCreery received—not sent through the company's office, but through the Atlantic and Pacific telegraph office, on Duquesne way, some five squares from the office of the Allegheny Valley Railroad Company and marked as having been sent about eleven o'clock in the day. The original is in Court in the handwriting of Col. Lawrence. Is Mr. Lawrence corroborated in his statement? We produced this dispatch sent before eleven A. M. on December 22, 1869. They could not get on that day the twenty cars spoken of in the message, because they arrived there at ten o'clock of that day. The allotment had been made and the loading was going on. They got the twenty cars on the 23d. Is not this fact a very important element for you to consider; that on the next day after the sending of that dispatch, and its being received, the allotment was made, giving them twenty cars, and that appears in the evidence. Now, is he not strongly corroborated by these two papers and their dates? Col. Lawrence says that he gave this dispatch to Mr. Owston, and he took it down to the telegraph office himself. His office was down on the wharf. I have no doubt he did take it down, lest if it went through the railroad office the order might be countermanded. Col. Lawrence says that he gave the dispatch to Mr. Owston and he took it down and delivered it himself. Now, what more have we? On the 22d, after its receipt by Mr. McCreery at Venango City, he says he made known it contents to Mr. Bates. He immediately telegraphed to Mr. Frew what the contents of that dispatch were; with Mr. Bates' dispatch we of course have nothing to do. I did not offer it in evidence because it was nothing more than the recollection of Mr. Bates of what was told him by Mr. McCreery. But here you have all this evidence against the case presented by the other side. Is not that a powerful corroboration? And moreover on the evening of the 22d he sat down and wrote a letter which he had with him upon the witness stand. Are you prepared to say in the view of all these facts and circumstances that there was a contract made as is alleged at that time? Why the very improbability of the thing is sufficiently shown. Col. Lawrence would have exposed his company to an action for damages to other parties who were clamoring for cars in the midst of that pressure Would any man in this jury box have made such a contract under such embarassing and peculiar circumstances? They tried to accommodate these people so that they should have twenty cars a day, not until the end of the month, *but until further orders*. Why should they make such a contract? What would they gain by it? Owston says they were to pay no bonus for it, nothing but the ordinary transportation. There was no scarcity of oil at that time for transportation. There ought to have been some inducement for us to make the contract; we ought to have expected some unusual benefit from it. What was there of either in this case? Mr. Lawrence had everything to lose for his company and nothing to gain by entering into such a contract. Now, mark the declaration of Col. Lawrence. He swears positively that he never made such a contract, and his evidence is clear, pointed and direct against the statement made by Owston. He contradicts him flatly. Can you then find the existence of such a contract in the face of the evidence spread before you, and the solemn declaration of Col. Lawrence under oath, corroborated by all the evidence. Is there any doubt in your own mind on the subject? Remember, it is the duty of the plaintiff, having set up this contract, to establish it. Will you ignore these dispatches, and trample them under foot? Will you disbelieve Col. Lawrence when he denies the making of this contract, supported as he is by Mr. King, who swears that after the interview between Mr. Owston and Col. Lawrence had terminated, Owston came into his office, stopped at his desk and said to him, speaking about cars, "Tom, I want you to do all you can for me." You recollect King's reply, "You know the difficulties we have in getting our cars unloaded." As to this evidence, Mr. King is unassailed and unassailable. In the face of such overwhelming and convincing evidence can you find that any such arrangement was entered into as is claimed by the plaintiffs? I venture to say that if any one of you had been President of that company and had known your Superintendent had made such a contract, you would have taken his head off, and not allowed him longer to hold his position.

Can it be possible that when the road was taxed to its fullest capacity and more, in carrying oil, that the Superintendent would make such a contract? Oh, gentlemen, if you can believe that story, I don't know what you would not believe. I mean no disrespect to you, but it does seem to me that when all the facts and circumstances rise up before you, you cannot but see the great improbability of such contract having ever been made.

Do you believe this man would put himself in jeopardy as to his position, and expose his company to liability or great damages to other shippers, thus deprived of cars for their business?

If the plaintiff does not satisfy you on this subject that he was to have this advantage to the exclusion of everybody else—then he has no case. What does the law say upon the subject? It says a railroad company shall not give any such undue preference to one customer over another—upon this point I read to you what Chief Justice Lewis of our own Supreme Court has announced as the law of Pennsylvania in the case of Sandford vs. Railroad Company, 12 Harris, Supreme Court Reports: "The power to regulate transportation on the road does not carry with it the right to exclude any particular individuals, or to grant exclusive privileges to others. Limited means may perhaps limit the amount of business done by a railroad company, but it can never furnish an excuse for appropriating all its energies to any particular individuals. If it possessed this power it might build up one set of men and destroy others; advance one kind of business and break down another; and might make even religion and politics the test in the distribution of its favors. Such a power in a Railroad corporation might produce evils of the most alarming character. The rights of the people are not subject to any such corparate control. Like the customers of a grist mill they have a right to be served, all other things equal, in the order of their applications. A regulation to be valid, must operate on all alike. If it deprives any persons of the benefits of the road, or grants exclusive privileges to others, it is against law and void."

If Judge Lewis had known the facts of the present case he could not have written anything more applicable to it than that. I ask you now, will you violate the law? And that in order to allow these people to recover? They have been unfortunate in business. They are to be pitied for that. They can begin life over again; but do not permit them to come into court, set up a contract giving them undue advantages for the transaction of their business and recover damages, for the violation of such a contract so damaging to the customers of the company. Let them go and by industry repair their losses in some honorable business. Do not let them make the Allegheny Valley Railroad Company make good their losses, resulting from their own reckessness.

You should bear in mind that contracts are sacred in the eye of the law, and should be established in courts by satisfactory and convincing evidence. They lie at the basis of the business of the country, and men deal with each other through their medium. Our own Supreme Court has said that men ought to be careful how they enter into them. Mr. Owston, who testifies as to the making of this contract, said he did not go to make one. His language is—I read from his evidence—"I did not go their to make a contract for any given number of cars a day. There was a great pressure for cars about that time; there were other parties importuning the officers of the road for cars; I met them frequently in the office." Now will you say that he did go to make a contract when he swears he never went there for that purpose? You have the power to do it, but I ask you to pause before you exercise it. Juries do not sit to make contracts for men, nor do courts either.

If men make them and bring them into Court, they are to be enforced. Our Supreme Court says, in Brown vs. Finney 3, P. F. Smith, "It is not every loose conversation that is to be turned into a contract, although the parties may seem to agree. Because a conversation wears that appearance, can you put on it the solemn seal of your oath and say this was a contract." The court further say, "A man is not to be snapped up for an unintended proposition made when he has no reason to suppose anybody wants to accept what he proposes. When people meet to do business, they are presumed to mean what they propose, and expect to be taken up; but a proposition made and accepted when no expectation of contracting exists, should be carefully weighed with all the circumstances, when the question of assent at the time comes to be questioned as here,"—will you find that in this conversation, a contract was made, when Owston swears he did not go there to make one, and had no right to expect he could make one?

I have nothing more to say on that part of the case than to submit it to your candid consideration. There are two witnesses against this man, and all the facts and circumstances going to show that it is highly improbable any such contract ever was made, and the additional fact that it would have been grossly wrong in the General Superintendent to have made it.

And now, gentlemen, I desire to hasten on to another part of the case. They say if we have no contract even, you treated us unfairly. Giving up their contract, they say there was an unfair allotment of cars; that Lockhart & Frew were favored to their detriment, and therefore they should have damages. Is that true? They say they had oil at Venango City during the entire month of December that they could have brought to Pittsburgh; and I want to call your attention to this subject of their supply of oil to show how much oil in point of fact they had. If I am not much mistaken they had not anything like the amount they said they had. We have to trust to their witnesses. How much had they? Mr. Calder, their book-keeper, swears that during the month of December they received and sold a large quantity, and that I may make no mistake in your presence on that subject, pardon me if I turn to the evidence. "On the 30th of November we had 9,000 bbls. on hand; we received 35,000 bbls. in December."

There is no telling where this oil came from. This book-keeper took it from his books, but the men that sold it and delivered it are not here, although within the reach of the subpœna of this Court:

"About the middle of the month we had about 5,000 bbls. in the 15,000 bbls. tank. Between the 11th and 20th we received 14,000 and delivered 11,000 bbls. Between the 20th and 30th we received 9,000 and delivered 9,000 bbls."

Now, let us make a calculation and see where we are in this oil question. They had contracts to the amount of 46,000 bbls. of oil, the contracts being almost entirely verbal. These were with Bateman Goe, Bates, Oleopolis Oil Company and other parties—45,000 bbls. of oil in all, the contracts being made along in the early part of the year 1869. In order to make a good case here, they brought a number of people on the stand to show that they had made contracts for oil, and that we did not take it away. The contracts matured in November and some of them in October. These plaintiffs by reason of these heavy contracts were swamped long before the 1st day of December! They were ground between the upper and nether millstone long before that time. Take the evidence of these witnesses on the subject of furnishing oil, and see what they say. Here is this man Archbold who says they had contracts to deliver to Owston & Sowers, and were ready to deliver and offered constantly and persistently to deliver during the month of December.

In his evidence he said, on cross-examination, "our firm was W. H. Abbott & Co.; we had contracts to deliver 21,000 bbls. to Owston & Sowers in December, 1869; we delivered eight cars or about 650 bbls.; we urged the delivery constantly and persistently during December; the balance was not delivered and they settled the differences; some were verbal contracts, some in writing; should I say at a guess that a quarter of all the contracts for the oil were not in writing; one contract, June 29, 1,000 bbls., was in writing, to be delivered at any point, at our pleasure, between Petroleum Center and Oil City; they were to furnish the cars; it was buyers' option for the year; July 23d, a contract was made for 416 bbls., the same terms precisely; October 29, 1,000 bbls. sellers option for the year."

The option originally was sellers option for thirty days, but they could not move it for want of transportaion, and it was extended, there being no definite time fixed; we were ready to deliver it at Petroleum Centre within the limit, and so notified them. They never took it. Nov. 1st, 2,000 bbls. Same as last in all respects. They did not take this oil. Nov. 11th, 2,000 bbls, originally sold for "immediate delivery." The delivery did not take place; the oil was not taken, and the time was extended as on the other contracts; the oil was never moved. Oct. 26th, 1,000 bbls, sellers' option, for twenty days. We notified them within the limit, but they did not move the oil, and got an extension, "to be taken as soon as possible." They got eight cars of it, or 650 bbls. It was oil in bulk, and the delivery had to be made in tank cars. Nov. 3rd, 5,000 bbls Oil City delivery to be delivered to them in their cars. This was sellers' option for the year; notice was given about the middle of December. They did not furnish us the cars for the oil; a delivery in tank would have been a fulfilment of the contract. They never took the oil. November 26th, 2,000 bbls, buyers' option for the year, Lower Creek delivery; think they never made a formal demand for the oil. December 2d, 1,000 bbls written contract, sellers' option, we gave them notice 2d December; it was a "put" contract, we paying them a sum of money ($250) to put the oil on them whenever we choose; we won the money on the "put," getting it back on the settlement of the difference. That oil was not taken. December 8th, about 915 bbls for immediate delivery, Lower Creek. They did not furnish the cars; we were ready for delivery at Petroleum center; contract settled at the close of the month. December 11, 1,000 bbls immediate delivery, Lower Creek; cars not furnished; settled difference. December 13, buyers' option, 3,000 bbls, Lower Creek; think they never called for the oil; settled difference."

Then all this quantity of oil, this 21,000 barrels they could not take away, because they allege they could not get transportation from us. It was not over the Allegheny Valley Railroad, because we had transportation in November. You will remember that these deliveries that were to have been made at Petroleum Centre were to have been put into the cars for these plaintiffs. They could not get transportation over that railroad, nor over ours. All these contracts for large amounts of oil—the 45,000 barrels—they did not take. They could not get cars to remove it along the points on the Allegheny River Railroad.

I ask you, if such conduct as that ought not to be scrutinized very closely. What oil had they there, if we had given them the cars to have fulfilled their contract? They had according to the statement of Mr. Calder, about 5,000 barrels of oil on hand in both tanks in the middle of December—at the time the pipe broke, the 1st of December, according to the testimony of McGuigan, they had 2,000 barrels on hand. I want to call your attention to these facts. Mr. Sowers says that when the pipe broke about the 2nd of December they had 5,000 barrels in the two tanks. That is their evidence. I cannot be complained of if I resort to their own evidence to show what amount of oil they then had. As to the remainder of the oil about the middle of the month, that is December, they had five thousand barrels in the fifteen thousand barrel tank between the 11th and the middle of the month. At the time, they say, they made this contract (on the 20th), they had, between that day and the 30th, received nine thousand barrels, and delivered nine thousand—leaving three thousand on hand.

Now, they assert here they had a contract for twenty cars a day from the 20th to the end of the month. That would be one thousand six hundred and thirty barrels for every twenty cars, and if you multiply that by the number of days, taking out Sundays, and allowing them to commence moving the day after the contract was made, as alleged, it would have required a constant supply of one hundred and eighty cars and 1,630 bbls a day to fill the twenty cars. You can make this calculation for yourselves. According to their own bookkeeper, they had on hand on the 20th day of December 12,000 bbls of oil, and between the 20th and 30th of December they received 9,000 bbls and delivered 9,000 bbls, and were therefore short the difference between what they had on hand and what it would take to fill the twenty cars. Figures will not lie! I will not say Mr. Calder tells what is not true. Here are the figures of the whole delivery in the month of December. I ask you to bear this in mind, that of the oil delivered in December by these parties—35,000 bbls—26,000 bbls of it went away by railroad to Cleveland, New York and other points, and of that 26,000 only 9,947 bbls came to Pittsburgh over the Allegheny Valley Railroad, showing that the greater portion of this oil during the month of December was broad-gauge delivery, and taken by these other roads. Am I not right? They had but 12,000 barrels on hand. They got 9,000 out and had 3,000 left; and they would have, consequently, not enough to fill the twenty cars per day. And why had they not the oil? Because they had not the money to pay for it. That is a great inconvenience people suffer from sometimes. I have felt it myself. I asked Mr. Sowers whether they took all the oil that was offered. What was his reply? We took all that we could pay for. If you believe that declaration of his, then these parties had not the means, for they only took what they could pay for, and they only took between the 20th and the end of the month 9,000 bbls. Could they say they had oil on hand all the time and had the money to pay for it? It is easy to make assertions before a jury, but it requires evidence to carry them out.

Here is another fact. I want you to consider it. They say that during that entire month they could ship from thirty-three to thirty-six cars per day from Venango. I will tell you who made that statement. Mr. Sowers swore, in reply to a question I put to him, "There was no time in December when we could not have shipped 33 cars a day if the cars had been furnished."

Is that true? I do not want to make any mistake about it. I think it was. Mr. Sowers so testified as I have read you. Does not that look amazing when the pipe was down, and when Owston & Sowers were not shipping from the 3rd to the 11th? They had only 2,000 bbls on hand when the pipes were swept out by the flood, according to Owen McGuigan, and 5,000, according to Sowers, in tank, and yet Sowers swears that during all that month, not excepting Sundays, they could have loaded 33 cars a day. The uncontradicted evidence in the case is that from the 3d to the 11th Owston & Sowers loaded no cars and that during all that time they were accumulating on the sidings at Venango until at one time there were 106 there. If Sowers's statement is correct they could have had cars to almost any number desired.

Can you believe Sowers's statement? If you take thirty-three or thirty-six cars a day, allowing twenty-eight days in the month for work, they could have shipped, at thirty-three cars a day, 76,692 bbls of oil, but it would have required for its transportation 924 cars.

Do you believe such a statement? With the pipe out? Do you believe their own witness, McGuigan? Do you believe Sowers himself when he says 5,000, and McGuigan says 2,000 bbls were in the tank? Can you believe Sowers after that?

If you can, I think he had better stay about this Court House as a professional witness on account of his excellent memory. I would not say an evil word of Mr. Sowers. The proof is that the pipes were all down, yet Sowers had 76,692 barrels that could have been shipped during the month of December. Can you credit such evidence as that? How about Mr. McLaughlin? He says "I did not get all the cars I called for in the early part of December, nor all I was able to load; Owston & Sowers could have loaded, through the whole of December, from 20 to to 30 cars a day, with the exception of a few days that the pipe was down; I called for cars every day, with the exception of three or four." Now, if you take 20 cars for 28 days during the month of December you will find that it would take all the oil sent to Cleveland; all the oil shipped to the other points; all the oil sold to parties up there, and all the oil sent to Pittsburgh, and they still would have been short 10,000 or 15,000 barrels. These are the facts. If I am wrong my learned friend will correct me. I ought not surely to be charged with speaking unkindly in using plaintiffs' evidence in this way. You can work this problem out for yourselves, and if you can arrive at any other result than I have then, I confess I know nothing about figures. But in regard to the figures of Messrs. Owston & Sowers, perhaps they go upon the lightning principle. Oh, shame on them, the plaintiffs, to present such a fabricated case for damages? Shame on them that they cannot get up a case that will hang together to better advantage than that!

I am surprised at Calder, the book-keeper. If his books exhibit as much bad figuring as his evidence does here in court, I would not like to be charged by that firm. I would not say they would do anything wrong, but they have a most unfortunate system of book-keeping.

Now, as to the allotment of cars. Who did get the most? Who was entitled to the most, and who was treated unfairly? Owston & Sowers say they did not get their share. They claim that Lockhart & Frew got more cars than they did, and they make that a test. How was this allotment to be made? Suppose it was coal cars instead of oil cars. McCreery considered the capacity of the tanks, the means they had of loading, and the facilities for unloading. Was that a fair way? I think it was. Consider it. Can you point to any evidence in this case that would lead you to believe that Mr. McCreery had any preference among these customers? He was not in the oil business, and had no interest with any party in moving oil. Why should he treat the plaintiffs unfairly? He made the allotment on the basis of their capacity to load and unload and the supply of oil on hand while the allotment was in his hands. There is a difference in the evidence as to the number of cars the plaintiffs got during the month of December. We say it was 124 from Venango City. They say only 99. Now, you have the drawback bill, and it does seem to me that when parties make up a bill, as these plaintiffs did, and present it and get paid on it over two thousand dollars as drawbacks on 124 cars from Venango in December, that it should be correct. How was that mistake made? Thos. McLaughlin was here in Court, the man who made that bill, and he was not put on the stand to explain it. Did not you think strange of that? But take their own statement. They got 99 cars, and that was their fair allotment for December, but they got twenty-four in addition to that belonging to other shippers at Venango. It will not do for them to say, therefore, that they were unfairly treated.

The question still comes back to your mind, did they give a fair proportion during the month of December, according to their capacity for loading and their supply of oil. Is not that the right way to look at it? I say it is. Compare what they got with what was alloted Lockhart & Frew during the month, remembering that the latter had double the facilities for loading and a constant supply of oil on hand, amounting to thirty thousand barrels, ready for shipment; and in considering this question you must take out thirty cars loaded by Lockhart & Frew on the 10th, and 30 on the 11th, when no other parties could load, and they were supplied, some fifty were left on the siding uncalled for. Recollect also that a train of cars went up on the 17th and arrived at Venango at 6 o'clock in the evening—there having been no cars there that day for distribution because of a detention on the road. Mr. King, although there was no bridge there then, and the night was cold, and the river swollen, went over to Oil City to find out who would make shipments; he could not find these gentlemen. Their place was closed, and they were doubtless off enjoying themselves—at some place of amusement perhaps. He could not find Owston & Sowers, or any other shippers. After a long search through Oil City he came back to Venango City and found Mr. Bates, agent of Lockhart & Frew, and said to him, "If you load these cars to-night, you may have them." That night they were loaded, and about two or three o'clock in the morning they went away. If you take these ninety cars out previous to the 17th you will find Owston & Sowers got more than their proportion, according to their ability to load after that date. Take any part of the month you choose, take the 18th, for example, and from that to the end of the month, and consider the number of cars each party got, and you will find the plaintiffs got more than their proportion.

From Dec. 18th until 31st Owston & Sowers got 73; from the 18th to the 31st Lockhart & Frew got 112, Fishers got 56. Compare the 73 cars Owston & Sowers got with the 112 Lockhart & Frew got—and say if Lockhart and Frew could load the most. If it was an unfair proportion, on the 27th and 28th these plaintiffs made no application for cars. So Mr. McCreery testified. I will tell you why they did not, Mr. Owston was asked by Col. Phillips, who met him on Smithfield street, in Pittsburgh, on one of those days, as Col. Phillips testified, if he was getting what cars he wanted. He said "I do not want any; I have about settled my contracts."

If that does not corroborate Mr. McCreery it is singular to me. He says on the 27th and 28th no demand was made for cars—why would Col. Phillips concoct such a statement as that? Why should he commit perjury? On the 27th or 28th he has this conversation with Mr. Owston. Mr. Owston said he had about settled the differences.

When did he settle them? Ah, my learned could prove a great many things; he took care, however, to keep out of view all the time the dates when these settlements were made, to which Owston testified. What motive could Col. Phillips have had in stating that he met this young man on the 27th or 28th. Oh, you will have the reason in Mr. McCreery's statement! He says they made no application for cars either on the 27th or 28th, and they got none. McCreery tells you they did not ask for any. Are you not satisfied that on the 27th and 28th they did not want cars? Another reason they had—they had no need for cars towards the end of the month, their contracts for cars having been settled.

And on that part of the case I say that unless you can find—but that is matter of law in which you will be instructed by the court—that the defendants acted wrongfully in the distribution of these cars they ought not to be held liable to answer in damages.

Is there anything in this case to lead you to believe that these officers held anything but the kindest feelings towards Owston & Sowers? Surely not.

And now, gentlemen of the jury, on the question of damages, I know not what claim my learned friend may present to you. I think this intelligent jury will hardly reach the question of damages in this case; and I will not disturb you in your reflections upon the evidence by going into any theory here on that question. The Court will lay down the rule of law to you. I will leave my learned friend to present to you his calculation upon the subject, and the case now upon the plaintiffs' part, is about to be submitted to you. We have kept nothing back that would throw light on the subject.

I think you will acquit this company and its officers of the violation of any duty. They have been brought here to answer and they have answered. At the head of these officers stands Colonel Phillips, one of the leading citizens of Pittsburgh. While he is intitled to no more consideration than the humblest man in the community, yet I beg of you to reflect that he is to-day among his follow-citizens a man loved and honored on account of his worth. Are you now prepared to strike him down to gratify the cupidity of these young men, mere adventurers as they are? He has been their friend, Mr. Owston's friend. Why should they now turn against him? Colonel Phillips took hold of this railroad when it was almost a wreck, and has built it up, and will you now put the seal of your verdict against him? We ask you to render a verdict only under the law and the evidence, and when you shall have done that we will have no fear of the result.

I thank you for the kind consideration and attention with which you have listened to our case.

Charge of Judge Stowe.

The plaintiffs allege in this suit that they have proven two contracts with defendants, both of which have been broken by the latter. Under the pleadings and evidence in this case the substantial matters in dispute are divided into two parts, each arising under an alleged agreement, for the violation of both of which by defendants the plaintiffs allege they are entitled to recover damages.

Taking these alleged contracts in the order of time in which the plaintiffs allege they were made, we have first the contract in writing made on the 16th of August, 1869. [Read *prout*.]

It is not denied here that this agreement was made by defendants, as claimed by plaintiffs, but there is a very wide difference in the position of counsel in regard to its legal meaning and effect.

This is solely a question of law. The duty of interpreting written agreements devolves upon the Court; and the jury must be careful not to carry into the decision of this case any other construction of this paper than we may give it, because if they do they will sadly fail in their duty as jurors sworn to try this case according to the law and the evidence.

The construction which we are compelled to give to this instrument, so far as the duty of the defendants to *carry oil* for plaintiffs thereunder is concerned, is this: It imposes an obligation by intendment or construction of law, to carry oil for plaintiffs; but only such amounts, and under such circumstances, as defendants as common carriers, were bound to carry their oil, if no such contract existed. It does not (as claimed by plaintiffs) create a liability on part of defendants to carry *all* the oil for plaintiffs they might demand carriage for, regardless of their duties to others as public carriers. It merely, so far as this question is concerned, puts into the shape of a specific agreement between the parties to this action, what the law required defendants to do without any contract on the matter.

The real object of the contract was to secure the entire oil business of plaintiffs to Pittsburgh, and they bound themselves to give it to the railroad company. In consideration of doing so, the company were to allow a drawback of 7½ cents a barrel—that is, a deduction from the full rates of freight. This drawback was to be held for 60 days from the monthly settlement, and in case of violation of the contract by plaintiffs they were to forfeit what was withheld, and also pay back the amount which had been paid to them by defendant in shape of drawback. The penalty really was, that if plaintiffs would violate the agreement, full freight rates was to be paid by them for what they had shipped during the existence of the agreement.

The construction we put on this contract renders it necessary for the jury to consider the evidence tending to show whether, so long as this contract was unchanged by any other agreement, or was in force between the parties, the defendants have or have not done their duty to these plaintiffs in regard to receiving and carrying oil for them to Pittsburgh.

Upon this question you are to examine all the evidence in the case, and to determine whether the defendants have acted in an unreasonable or improper manner by neglecting or refusing to carry oil for plaintiffs over their road. Before you should find such to be the case, you should, in view of all the evidence, be of opinion that defendants have been guilty of something more than a mere mistake of judgment, or discretion, in doing this part of the business of the road. You must be satisfied that there was a neglect or refusal, under circumstances which show that it was done either in bad faith to plaintiffs, with an intent to injure them, or to give others who had no right to have their oil carried in preference to the demands of plaintiffs from time to time, an undue advantage.

If defendants had the means to load and carry all the oil offered by plaintiffs and others, from day to day, then they were bound to carry all the oil offered by plaintiffs, so far as the same was tendered, as fast as it could be loaded and transported in the ordinary way of doing business. But if the defendants had not sufficient cars to carry all that was offered, then as they were unable to do all that was demanded, they were of necessity compelled to discriminate, and bound to exercise discretion in regard to how much they would carry for each person requiring transportation by the road. And so long as this was done with an honest purpose to do their duty to the public, the law protects them in so doing, though a court or jury might afterwards be of opinion that this discretion might have been exercised more judiciously.

If you should be of opinion, from the evidence, that defendants have been guilty of bad faith in regard to transporting oil for plaintiffs, and intentionally gave undue preference to other parties by carrying their oil, when the plaintiffs were fairly entitled to have theirs carried, your verdict should be for the plaintiffs to the extent of the injury sustained by the breach of this contract; but if the evidence does not satisfy you that such was the case, your verdict upon this part of the case should be for defendants.

Then, gentlemen, having disposed of this part of plaintiffs claim, the next question is in regard the alleged contract for twenty cars per day.

As you are aware, the plaintiffs assert that the defendants somewhere about the 20th of December, 1869, through their official managers, made a contract to give them twenty cars a day till the end of December, for the transportation of their oil.

This allegation is positively and emphatically asserted on the part of plaintiffs, and just as positively and emphatically denied by the defendants. The evidence of both parties you have heard. This raises a question of fact which is a matter solely for you. And you alone must determine it as best you can, looking at all the evidence in the case tending to throw any light upon the question; the circumstances surrounding the alleged contract; the probabilities of the case under these existing facts, so far as they are disclosed by the testimony; the interest of the respective witnesses to testify untruly; and in short, everything in the testimony which may enable you to come to a just conclusion. It is a serious matter, and should be carefully considered; for as as you may determine, so we must take the fact to be, so far, at least, as this case is concerned.

If you should find, as claimed by the defendants, then, so far as any liability under this particular contract is concerned, your work is done, and to that extent your verdict must be for defendants; but if you should find that a contract was made, as claimed by plaintiffs, for twenty cars a day, you must determine what the actual agreement was; and its full import and meaning as contemplated by the parties to it at the time the same was made.

The evidence of Mr. Owston upon that particular point, so far as it is now material for me to advert to it, is, after stating that he called upon Col. Lawrence, the Superintendent of the railroad in regard to procuring cars for the transportation of his oil, as follows: "Mr. Lawrence asked me (he says) if twenty cars per day would do me for the balance of the month or year; I don't remember which were his words to me. I replied I wanted all I could get, or words to that effect; that was the substance of it; Mr. King and Mr. Lawrence had some further conversation, and Mr. King went out. Col. Lawrence turned to me and said that we should have twenty cars a day for the balance of the year. I asked him to telegraph to Oil City to that effect. He sat down and wrote a message," &c. You will recollect the rest.

If this conversation took place, as stated by Owston in his evidence, after the agreement made by the President of the Company to carry all plaintiffs oil to January 1, it constituted a contract for 20 cars a day, for the balance of the year, or until the 1st of January; but whether defendants were to furnish twenty cars every day for the transportation of oil, regardless of whether the plaintiffs had no cars, or many cars, on such particular day, in which their oil was then placed, or in process of transportation, is for you to determine.

If you find the agreement was for twenty cars a day, regardless of how many cars were on each day being used for the business of plaintiffs, then unless defendants, when properly required, gave or offered twenty cars a day to plaintiffs for the carriage of their oil, (which is not pretended) the whole amount plaintiffs were entitled to would be twenty multiplied by the number of days they should have been furnished, deducting the amount of cars actually received during that time.

If the true construction be otherwise, that is to say, if the twenty cars a day were to include those actually engaged in shipment of plaintiffs' oil each day, then the amount plaintiffs were entitled to have, would be twenty for each particular day, less the amount then actually in use in the carriage or shipment of plaintiffs' oil. This view will compel you to discover, as nearly as you can, the number of cars each day in the use of plaintiffs, and then by deducting that from twenty, the difference will be what defendants were bound to furnish each day, to be filled with oil and transported to Pittsburgh. In either case the number of cars which, under the agreement (as you may find it to be), the defendants were bound to furnish, and which they did *not* furnish, multiplied by the average contents of a car in gallons, will give the amount in gallons, which the defendants, in this view of the case, were bound to carry under this contract, and which was *not* carried by them as agreed upon.

If you should find that defendants are liable either for a breach of the contract of August 16, or of the alleged contract of December, the next question for you to determine is, whether you are satisfied, from the testimony, that Owston & Sowers were ready, able and willing to provide, in Venango City, all the oil necessary, from time to time, to fill the cars they claim to have been entitled to, which they say they demanded, and which were not furnished them.

It was to establish this fact that evidence was admitted of the contracts plaintiffs had for the purchase of oil from various parties deliverable at Oil City, and also of the ability and disposition of the parties with whom the contracts were made to fill them.

It is not necessary that plaintiffs should have had all the oil stored at one time, either at Oil City or Venango, to fill the cars till the end of the year. It is sufficient if you are fairly satisfied that enough was on hand, from day to day, to supply the cars which were demanded, and that enough would have been promptly forthcoming to fill the cars in case they had been given them to fill.

If you find the plaintiffs ready, able and willing, and that they demanded or asked for the cars from time to time as they allege, and that defendants are liable for a breach of either or both of the contracts plaintiffs have set up in this case, your verdict should be for plaintiffs. But if you should think that the plaintiffs had not and would not, or could not have procured the oil to fill the cars they failed to get, your verdict should be for defendants, notwithstanding you might find the contract made as alleged by plaintiffs and broken on part of the defendants.

And this brings us to the question of damages. To arrive at the damages in the case, both under this twenty car agreement and under the written agreement (if, under the instructions given, the defendants should be held liable for non-transportation of plaintiffs' oil under that agreement) the jury having found the amount of oil which defendants should have carried from day to day for plaintiffs and which was *not* carried, they will take the difference between the market price of oil at Pittsburgh and at Oil City for each particular day, and multiplying that by the number of gallons of oil which should have been carried to Pittsburgh on that day, and was not so carried, and deducting the cost of carrying the oil to Pittsburgh, the amount of damages for that day will be arrived at; and thus by taking the whole time, day by day, and adding the amounts together, you will arrive at the entire sum plaintiffs would be entitled to recover, and you verdict should be for that amount, with interest added from the time the oil should have been carried to Pittsburgh under the contract, say not later than January 1, 1870.

Then, gentlemen, you will inquire, first, whether the contract between these parties, of the 16th of August, has been violated by the defendants refusing upon demand to carry for plaintiffs a proper and proportionate share of their oil, taking into consideration all the circumstances in evidence bearing upon that point. If so, and you are satisfied of plaintiffs' willingness and ability to furnish the oil for transportation, you should assess damages for whatever amount you find was not carried when it should have been, at the difference between the market price of oil at Oil City and its market price here the day such oil should have been delivered at Pittsburgh, less cost of getting it here. If you find that defendants did all they were in law bound to do, under the instructions given you, your verdict on this part of the plaintiffs' claim should be for defendants.

Having disposed of this, you will then turn to the second and most important part of plaintiffs' claim—the alleged contract for twenty cars a day. If the contract has not been sufficiently established, you should, in regard to this part of the case, find for defendants. But if you are of opinion that the contract was made, and have determined its extent and meaning, and should further believe plaintiffs were ready and able to fill all the cars, or would have been if they had been promptly furnished them, then your verdict should be for plaintiffs, and the damages assessed upon the basis of difference in price at Oil City and Pittsburgh, and amount of oil not carried, less cost of transportation. If upon both parts of plaintiffs' case you find in their favor, add the amounts together, with interest included, and return your verdict for the gross sum. If you find for plaintiffs upon either part of their claim alone, return that with interests in your verdict. If you find for defendants upon both claims, return a verdict for defendants.

DEFENDANTS' POINTS.

The Court is most respectfully requested to charge the jury on the part of the defendants:

1. That under the contract of August 16th, 1869, the defendants were not, in law, bound to carry for plaintiffs all the oil they might tender for shipment, or any specified quantity thereof, but only so much as they could carry with justice to other customers of the Company who might have oil to be transported over the road.

This point is affirmed.

2. [This point was withdrawn.]

3. That, as matter of law, the jury should consider in determining whether any such contract was made, as is alleged to have been made, by Mr. Ownston with Wm. Phillips, President of the Allegheny Valley Railroad Company, on or about December 16th, 1869, the capacity of the Company at that time to transport oil, the unusual demand made upon it for cars, (if such were the fact,) the delays (if any) in unloading cars at Pittsburgh and other points, and the difficulties (if any) existing at that time to hinder and prevent the ordinary operations of the Company in carrying oil, the duty the Company owed in law as a common carrier to the public, and the duties imposed upon the President by law to deal justly and impartially with all its customers, and should consider all the facts and circumstances existing at that time, that they may judge whether such a contract, as claimed by the plaintiffs, was or was not *likely to be made* under the state of things then existing.

Striking out "*likely to be made*" and inserting "*actually made*," this point is affirmed.

4. That the plaintiffs having set up a contract as having been made with William Phillips, President of the Allegheny Valley Railroad Company, on or about the 16th day of December, 1869, they are bound, in law, to satisfy the jury that such a contract was made, and if from the conflict of evidence as to its existence, the jury is left in doubt, whether or not it was entered into, as alleged, they are, in law, bound to find it was not so made.

If this point means, as I understand it to, that you must be satisfied to the extent of precluding any doubt upon the matter, it is refused. Our answer is this: The plaintiff is bound, fairly and reasonably, to satisfy you that the alleged contract was actually made, and if under all the evidence tending to establish his allegation, as well as to refute it, you are fairly led to that conclusion, you should so find, notwithstanding your opinion should not be so clear and positive as to preclude any doubt on the question.

5. That the jury, in determining whether or not such a contract was entered into as is alleged by plaintiffs between Mr Owston and J. J. Lawrence, defendants General Superintendent on or about the 20th day of December, 1869, have a right to consider all the facts disclosed by the evidence, tending to show the inability of the company at that time to furnish oil cars for all its customers, the delay in the unloading of cars at Pittsburgh and other points, the scarcity of oil cars, the pressure upon the Company for the transportation of oil, its inability to supply the demand for cars, the duty which the law imposed upon the General Superintendent at that time to show no special favors to the plaintiffs or others in the transportation of oil, the liability for damages to which the Company might be exposed, by a disregard on the Superintendent's part of his duty, at the time, and all the other facts and circumstances existing at the time of the alleged making of the contract.

This point is affirmed.

6. If the jury believes from the evidence that the making of such a contract at the time and under the circumstances when it was claimed it was made, would have worked an unjust and unfair discrimination in favor of the plaintiffs as compared with other shippers of oil over the defendants road, during the month of December, 1869, and that in making it the General Superintendent would have been guilty of a violation of his duty, then the jury should require strong and convincing evidence that such contract was made; and if they are, by reason of the improbability that such contract was made, or by reason of the conflicting evidence as to its having been made, left in uncertainty and doubt as to whether it was made at all, they should as matter of law find against it, and decline to award plaintiffs damages for its breach.

Answer the same as to point 4th.

7. That the plaintiffs having set up this contract are bound in law to satisfy the jury of its existence, and the burden of proving it was made is upon them, and unless they satisfy the jury their finding should be for the defendants as to any damages claimed under said contract.

This point is affirmed.

8. That, as matter of law, the defendants as common carriers, aside from a special contract, are bound only to carry goods offered them when they have the necessary equipments and convenience to carry, and are not liable for any want of such conveniences occasioned by an unusual and unforeseen pressure of business; and if the jury believe from the evidence that the defendants failed to furnish the plaintiffs cars because of a lack of cars caused by an unusual and unforeseen pressure of business and demand for oil cars in the month of December, 1869, then the plaintiffs are not entitled to recover any damages for such failure to furnish them all the cars they might require.

As a whole this point is refused. It entirely ignores the contract of the 15th or 20th December set up by plaintiffs. So far as the written contract of August 16th is concerned, and the duty of defendants to plaintiffs under it alone is concerned, we think it a correct statement of the law. If the contract to furnish twenty cars a day was made as alleged by plaintiffs, the defendants were bound to furnish those twenty cars, as agreed upon, regardless of any extraordinary pressure of business, or the sufficiency of their equipment to comply with such agreement.

9. That a discretion as to the allotment of cars among their customers is vested in the officers of the defendants' road, and if the jury believe from the evidence that they exercised this discretion honestly and without fraud or intentional preference of one customer over another, the defendants are not liable for a mistaken exercise of such discretion, if the same was honestly made, in the allotment of cars among their customers, even though the plaintiffs suffered thereby.

Affirmed—If you should not find the contract for twenty cars a day. If you should find that such contract was made as claimed by plaintiffs, it is refused.

10. That if the jury believe from all the evidence in the case, that the defendants used all due diligence in the provision and management of the equipment of their road, in the month of December, 1869, and honestly and without fraud or illegal preference of one customer over another made allotments of cars according to their best judgment, then, as matter of law, unless there was some special contract, the plaintiffs cannot recover any damages alleged to have been suffered by reason of defendants' failure to furnish cars and transport their oil; and the verdict of the jury, so far as this part of plaintiffs' case is concerned, should be for the defendants.

Same answer as to point 9th.

11. That even if the jury believe that defendants violated their duty as common carriers, in failing to furnish the plaintiffs with cars, as required by them, as matter of law the plaintiffs cannot recover in this form of action.

This point is refused.

PLAINTIFFS' POINTS.

The court is requested to charge the jury as follows:

1. That the written contract of August 16th, 1869, imposed upon the Allegheny Valley Railroad Company an implied obligation to carry and transport all the oil of the plaintiffs whenever tendered, in the usual and ordinary course of their business, and to furnish the plaintiffs the necessary and suitable cars and facilities for the prompt reception and carriage of the same to the Pittsburgh market.

This point is refused.

2. That under the written contract of August 16th, 1869, and so long as the same remained in force, the Allegheny Valley Railroad Company was bound to furnish cars for and transport over their road, to the city of Pittsburgh, all the petroleum oil which the plaintiffs in the regular and ordinary course of their business requested the said Railroad Company so to transport.

This point is refused.

3. If the contract of August 16th, 1869, imposed upon the defendants the implied obligation to transport the oil of plaintiffs as suggested in the first and second points, it would be no excuse for a failure so to transport the plaintiffs oil that the said Railroad Company had not the necessary rolling stock and other appliances for the transportation of said oil.

The first and second points having been refused, no answer is needed to this point.

4. If the jury believe from the evidence that there was a verbal contract entered into on or about the 20th day of December, 1869, between the plaintiffs and the defendant company, whereby said company agreed to furnish the plaintiffs, at Venango City, 20 cars per day during the balance of the said month of December, for the transportation of plaintiffs' oil, and to transport the same to the city of Pittsburgh, the plaintiffs are entitled to recover damages on this action for any breach of said contract by the defendants which the plaintiffs have shown.

This point is affirmed.

5. That if the jury find that there was a verbal contract for 20 cars a day as suggested in the 4th point, it would be no defence to this action that the Railroad Company had not the necessary rolling stock and other appliances for the transportation of the plaintiffs' oil under said contract.

This point is affirmed.

6. If the jury find from the evidence that the detention in unloading oil cars at Pittsburgh, from about the 12th of December, 1869, to the end of the month, was general and common to all the refiners and other consignees, from want of facilities for promptly unloading cars or other special causes which existed at *that time*, and that this condition of things was known to the defendants at the time they entered into said alleged contract of December 20, 1869, the defendants in so contracting with the plaintiffs for twenty cars a day must be presumed to have contemplated the ordinary delays in unloading cars commonly incident thereto during that month; and they could not set up such delays as an excuse for non-fulfillment of their contract, unless the plaintiffs were in default in unreasonably detaining cars.

Affirmed—so far as the delays existed, or were such as the defendants could reasonably have foreseen at the time the contract was made. But if additional delays occurred, from causes not then in existence, or which they were not reasonably bound to have foreseen during the continuance of the agreement, so far as they are concerned the point is refused.

Before concluding, gentlemen, I feel bound to say to you that such insinuations as may have been thrown out during the progress of this trial regarding the connection of the defendants or its President or Superintendent, with the oil combination, or so-called "Bull Ring" of '69, are entirely outside the case; and, so far as anything can be established by positive evidence, are completely refuted by the testimony. Any impression or prejudice which may have been created in your minds by such suggestions, should be discarded in considering the evidence bearing upon the real issues in the case, as their only effect would be to mislead the jury.

And now, gentlemen, this case is about to be submitted for your determination under the law and evidence laid before you. The law it is our duty to instruct you upon, and we have done so to the best of our judgment and ability. If we have erred, there is, fortunately, a tribunal whose duty it is to correct our mistakes; but for the present, at least, you are bound to accept the law as we give it. The facts, however, it is your special duty to pass upon, and upon you alone rests the responsibility of arriving at a just conclusion in regard to them.

The cause is in your hands.

The Verdict.

The jury retired at eleven o'clock to deliberate upon a verdict. They remained in their room until five o'clock, when they sealed their verdict and separated. The verdict will be presented to the court this morning.

In reference to the charge of Judge Stowe, it is but just to state that it was pronounced by the counsel on both sides, and by members of the bar who heard it, as fair and impartial throughout.

All the News,

Telegraphic and Local, fresh and pointed, in the Pittsburgh "Times" this afternoon.

Moving of the Ice at Cincinnati.

CINCINNATI, February 16.—The ice in the river commenced moving about ten o'clock to-night. A large number of coal barges, nearly all on the landing, several of them loaded, have been torn from their moorings and are moving down the river out of the control of the watchman, and entirely at the mercy of the ice. The start was made with a sound like the report of a piece of artillery. It is feared that the steamer Bermuda, on the Covington side, has been crushed. It is thought the ice is not broken to a great distance above here.

The Pittsburgh "Times,"

Brimfull of spicy reading, ready this afternoon.

Magazines for March.

Godey's,
Demorest,
Leslie's,
Lady's Friend,
Arthurs' Home,
Galaxy,
Children's Hour,

Are now ready and for sale by Gildenfenney & Hess, 45 Fifth avenue.

Racy Local Sketches

In the Pittsburgh "Times" this afternoon.

Rings.

The way to break up rings is to leave positions open to honest competition: there can be no corner in books whilst every body is trying to sell at their lowest prices, and then they are far above the prices at which the superb stock is being offered by Gildenfenny & Hess, Booksellers and Stationers, No. 45, Fifth avenue.

"Wilfred Cumbermede,"

by George Macdonald, can be had of S. A. Clarke & Co., 119 Wood street.

Another Concert Grand Piano.

made by Wm. Knabe & Co., with overstrung scale, carved legs and lyre, extra mouldings and carving on case, with patent combination Agraffe plate. This is one of the finest instruments ever received in this city. Just unpacked and now on exhibition at Piano Rooms of Chas. G. Blume, 43 Fifth avenue, second door above Wood street. This is only the second Piano of this kind received in this city, the first having been sold by Mr. B. for a New Year's present to one of our wealthy citizens.

Editorials on Live Topics

In the Pittsburgh "Times" this afternoon.

Bells.

Call and get one of those charm bells made from the court house bell in Chicago, a relict of the great fire. For sale by Gildenfenny & Hess, No. 45, Fifth avenue.

Pittsburgh Council Proceedings in 1794.

See the Pittsburgh "Times" this afternoon.

The China Store

Of R. E. Breed & Co., 100 Wood street, is the place to buy china, glass and queensware cheap.

THE OPERA

Dining and Billiard Rooms.

Most of our city readers are cognizant of the fact that the Opera House Dining and Billiard Rooms are the resort of all epicures, who have a weakness for the innocent, healthy and invigorating game of billiards. Why? Because the tables are furnished with the best the market affords, and meals are served in the best style, while the billiard tables are all new and all the paraphernalia of the very best quality. Mr. Reineman, the pleasant and genial proprietor, has made a host of friends, as is evidenced by the very liberal patronage he has received.

Valuable Allegheny City Real Estate by Auction, Including "Diamond Mill" Property, &c.

See McIlwaine's auction advertisement for particulars of the sales at 2 o'clock this, Saturday, afternoon on the premises, in Allegheny City, which embrace the large lot on the corner of Rebecca and School streets, in the First ward; also, the "Diamond Mill" lot, on East Diamond street, only sixty feet from Diamond Square. The wreck of the "Diamond Mill," the engine and boilers, the wagons, &c., are to be sold at the same time. The unusual desirableness of these properties, &c., deserve the particular and prompt attention of all buyers.

For Bronchial, Asthmatic and Pulmonary

Complaints "Brown's Bronchial Troches" manifest remarkable curative properties. TThs

Novels.

All the latest novels for sale by Messrs. Gildenfenny & Hess, No. 45, Fifth avenue.

"Abominations of Modern Society,"

a stirring book, by DeWitt Talmadge, for sale at Clarke's book store, 119 Wood street.

Elegant Residence and Grounds

For sale, on Western avenue, Allegheny City. Apply to C. H. Love, 58 Fourth avenue.

Beautiful Copies

of the Book of Common Prayer for sale by S. A. Clarke & Co., 119 Wood.

Cheap Goods

At the China Store of R. E. Breed & Co., 100 Wood street.

Housekeepers,

Whose tables require renewing, will find the most complete stock of the finest *Queensware* and *China* to be had in the city at Higby, Cust & Co., 189 Liberty street, near old St. Clair.

A Seven Octave Rosewood "Raven & Bacon," New York, Piano,

very little used, will be sold at a bargain to make room for more new stock. Charles G. Blume, 43 Fifth avenue, second door above Wood street.

R. E. Breed & Co.

Are selling the best china, glass and queensware in the city. China Store, 100 Wood street.

The New Hymnal

of the Episcopal Church for sale by S. A. Clarke & Co.

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For sale, on Lincoln avenue, Allegheny City. Inquire of C. H. Love, 58 Fourth avenue.

$250 for a $450 Piano,

in use but a short time, and guaranteed as good as new. Chas. G. Blume, 43 Fifth avenue; also agent for the "Knabe" and "Haine's" pianos, and "Prince's" world renowned organs, all of which he has a full stock now on hand, at lowest possible prices.

Those Who Contemplate Purchasing

A China dinner or tea set, either for themselves or a wedding present, will find the most beautiful patters and greatest variety at Higby, Cust & Co., 189 Liberty, near old St. Clair street.

The Best

China, glass and queensware is to be had at R. E. Breed & Co.'s China Store, No. 100 Wood street.

Best and Only Family Medicine—Sandford's Liver Invigorator.

A purely vegetable Cathartic Tonic—for Dyspepsia, Constipation, Debility, Sick Headache, Billious Attacks, and all derangements of Liver, Stomach and Bowels. Ask your Druggist for it. Beware of imitations. s

DIED:

MURRAY—At the residence of Mrs. Fahnestock, 19 First avenue, Mrs. MARY MURRAY, relict of the late Magnus M. Murray, aged eighty-four.
Notice of funeral in afternoon papers.

HAUCK—On Thursday, February 15, 1872, FRED. J. HAUCK, JR., son of F. J. Hauck, Sr., aged four years and six months.

MILLER—Suddenly, at his residence, Chestnut Hill, Philadelphia, Friday morning, February 16, at 1 o'clock, WILLIAM MILLER, of firm of Wm. Miller & Co., Pittsburgh.

ANDERSON—On Thursday afternoon, the 15th instant, MARGARET H., wife of Wm. J. Anderson, in the thirty-sixth year of her age.
Funeral from Trinity Church, Sixth avenue, on SUNDAY AFTERNOON, at 2½ o'clock.

FULTON—In New Orleans, La., on Friday, February 9, 1872, ANDREW FULTON, JR., son of the late Andrew and Jane Fulton.
Funeral from the residence of T. C. Fulton, No. 49 Smithfield street, on SATURDAY, the 17th, at 2 o'clock.

CARRIAGES $3. HEARSE $5.
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Coffins and Funeral Furnishing Goods of every description. Terms cash.

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Pronounced by connoisseurs the only good Sauce. It improves appetite and digestion, and it is unrivalled for its flavor. We are directed by Messrs. LEA & PERRINS to prosecute all parties making or vending counterfeits.
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Loose Joint Butts, Shutter and Gate Hinges, Latches, Sash Pulleys, and other articles of Builders' Hardware always on hand. Office and Works near Outer Depot, Allegheny City. P. O. address, Lock Box 302, Pittsburgh, Pa.

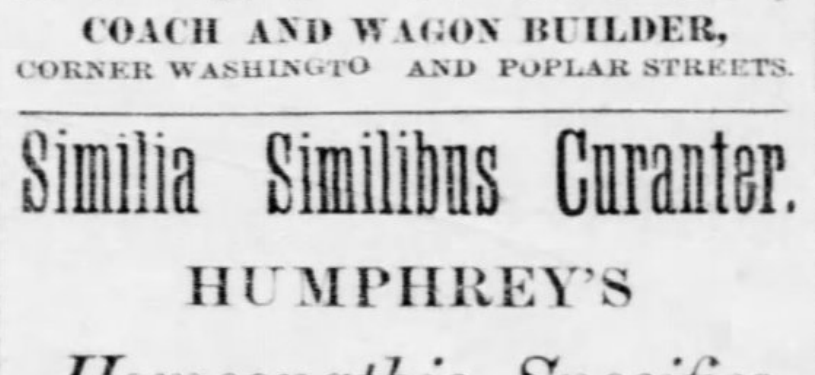
DENTISTRY.
Dr. W. F. FUNDENBERG.
Has resumed the practice of his profession, confining himself exclusively to the Preservation of the Natural Teeth. Office, No. 106 FOURTH AVENUE, between Wood and Smithfield streets.

RELIGIOUS.

NEW JERUSALEM CHURCH, Corner of Wood street and Sixth avenue—At 10½ A. M., Sermon on Leviticus 19:11. At 7½ P. M., Lecture. Subject: "After Death."

UNIVERSALIST CHURCH. Corner Third avenue and Grant street Rev. WM. N. VAN DE MARK, Pastor. Services EVERY SUNDAY, at 10½ A. M. and 7½ P. M. Special subjects for TO-MORROW A. M.—"The Sin Against the Holy Ghost." P. M.—"The Harbor." The public are invited.

FIRST METHODIST CHURCH, Fifth avenue, between Smithfield and Grant, I. W. McKEEVER, Pastor. Services 10½ A. M. and 7½ P. M. Sabbath School at 2 P. M. Seats free and a welcome to all.



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18.	OPTHALMY and Sore or Weak Eyes	50
19.	CATARRH, acute or chronic, Influenza	50
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FAMILY CASES, in Morocco, with
35 large 3 dram vials containing the above list, with book of directions complete.....$10 00
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LA GRANDE DUCHESSE.
Aimee as.....La Grande Duchesse.
Matinee prices $1 to all parts of the house; no extra charge for reserved seats.
Saturday Evening, February 17, Farewell Night, Offenbach's last success,
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Aimee (in her original role).....Fiorella.
Admission, including Reserved Seats in Dress Circle, $1; Reserved Seats in Orchestra and Orchestra Circle, 1 50; Admission to Dress Circle, 75c; Family Circle, 50c Private Boxes, $15 and $10.
Monday—The Great Comedian, JOHN E. OWENS.
Sale of seats commences THIS (Saturday) MORNING, 9 o'clock.

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Last appearance but two of the popular American Artists,
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MATINEE AT 2:30 AND EVENING AT 8, will be presented for the last time, Edmund Falconer's Successful Drama,
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Brian O'Farrell.....Mr. W. J. Florence.
Fridget Maguire.....Mrs. W. J. Florence.
Monday Evening—CHARLES PETRIE, in PEDESTIN.

TRIMBLE'S VARIETIES THEATER
FRED. AIMS.....Manager.
FITZ SIMMONS.....Stage Manager.
Matinee THIS (Saturday) AFTERNOON, 2:30.
ANOTHER NEW SENSATION!
THE GREAT EGYPTIAN JUGGLERS,
Hassan, Anak, Selim, with Freeman Sisters, Quilter and Goldrich, Charley Brown, Charley Howard, Romellies, Flora Benton, Hattie Ellis.
Wednesday and Saturday Matinees.

New Pittsburgh Opera House
JOHN ELLSLER.....Sole Lessee and Manager.
The management takes especial pleasure in announcing an engagement with the distinguished comedian,
JOHN E. OWENS,
Who will appear for SIX NIGHTS ONLY AND ONE MATINEE in his famous delineations of the PATHETIC AND COMIC DRAMA, with which his name is agreeably associated in the memories of all intelligent play-goers. In compliance with the wishes of the public, it is Mr Owen's intention to present in this engagement as many characters as possible; consequently there will be NO REPETITION OF PIECES beyond the announcement of the bills of the week.
PROGRAMME OF MR. OWENS'S NIGHTS.
Monday and Tuesday, February 19th and 20th, Everybody's Friend and Solon Shingle; Owens as Major De Boots and Solon. Wednesday and Thursday, February 21st and 22d, Self and Live Indian; Owens as John Unit and Three Different Characters. Friday Evening, Benefit, February 23d, The Poor Gentleman and Toodles; Owens as Doctor Ollapod and Timothy Toodles. Matinee, Self; Owens as John Unit. Saturday Night, Forty Winks, Live Indian and Toodles; Owens in five of his most laughable characters.
N. B.—Seats may now be secured for the Owens nights.

Mercantile Library Hall.
MRS. MOULTON,
AMERICA'S GREATEST SINGER.
The management has the honor to announce ONE GRAND MOULTON CONCERT for
Monday Evening, February 19th,
AT 8 O'CLOCK.
On which occasion Mrs. CHARLES MOULTON, America's most gifted Songstress, and so long distinguished in European and American art circles for her matchless vocal powers and exquisite culture, and after her recent most brilliant triumphs in New York, Boston, New Orleans and the principal cities of the United States, where she has created the greatest enthusiasm with press and public, will make her first appearance in Pittsburgh, assisted by the following artists: Mr. BROOKHOUSE BOWLER, the favorite Tenor, Sig. FOSSATI, the celebrated Basso Cantante, Mr. JAMES M. WEHLI, the eminent Pianist.
Mr. GEORGE W. COLBY.....Musical Director.
General Admission.....$1 00
Reserved Seats.....$1 50
The sale of seats commences at Kleber & Bro's Music Store, 122 Wood street, on THURSDAY MORNING, at 9 o'clock.
☞ THE WEBER GRAND PIANOS are used at all the Moulton Concerts.
C. AMORY BRUCE, Agent.

NOW OPEN.
GRAND ARMY FAIR,
AT CITY HALL.
DINNER FROM 12 M. TO 3 P. M.

LECTURES.

Mercantile Library Lectures.
LIBRARY HALL.
The Noted Statesman and Officeholder,
PETROLEUM V. NASBY,
Late P. M. at Cross-Roads, Ky.,
WILL LECTURE ON
"THE MISSION OF SKINEOGH,"
ON
TUESDAY EVENING, FEBRUAY 20th.
ADMISSION.....75 CENTS.
Tickets can be had at the Library. Doors open at 7 o'clock; Lecture to commence at 8 o'clock.

THE PROPOSITION
Made by Desmond & Co., 915 Race street, Philadelphia, to furnish free of charge until a cure is effected in all cases of Scrofula, Ulcers, Sores, Pimples, &c., the Samaritan's Root and Herb Juices, is one which should meet with attention, for by this mode of doing business the people avoid all uncertainties both of Doctors and Medicines. All that has to be done is to furnish reference that payment will be made after a cure is effected, which of course every honest person ought to be willing to do. The following will explain:
I had been troubled with an eruption and severe itching of the skin for a number of years. I spent all the money I could spare trying to get rid of it, all to no purpose. Seeing that Desmond & Co. 915 Race street had offered the Samaritan's Root and Herb Juices free of charge, until a cure was effected, I procured the remedy, giving as a reference that I would pay when cured, my employers Messrs. Charles Burham & Co., tin manufacturers, 119 South Tenth street, and in three weeks after commencing the medicine, I was entirely free the disease.
SAMUEL C. NEWBERN.
Philadelphia, December 4, 1871.
JOSEPH FLEMING,
84 Market street, Agent for Pittsburgh.

AUCTION SALES.

A. McILWAINE, 106 SMITHFIELD STREET.
VALUABLE REAL ESTATE,
IN ALLEGHENY CITY.
Engine and Boilers, Vehicles,
"Diamond Mill" Wreck, &c.
SATURDAY AFTERNOON, February 17, at 2 o'clock, will be sold at the Stables of the "Diamond Mill," corner of Rebecca and School streets, First ward, Allegheny city, 3 one and two-horse covered Spring Wagons, 2 two-horse Road Wagons, 1 Grain Wagon and 1 Barrel Wagon; 1 large Cutting Box, &c.
Also, the large Lot, 54 feet front on Rebecca street and 129 feet in depth along School Street whereon is the Frame Stable with accommodation for 25 Horses and a large Feed Room, and two large Wagon Sheds.
Immediately after which will be sold on the Premises, East Diamond street, the Wreck of the "Diamond Mill," the Scales, &c. Also, the Engine and Boilers, embracing two Double-Flue Boilers, 22 feet long and 30 feet diameter, with new Iron [illegible] Cylinders, 30-inch stroke, [illegible] with 14 feet diameter Fly-wheel, heavy Metal Bed Plate, Judson Governor, Patent Balance Valve, Steam Pipes, &c., &c., all in complete running order.
Also, the large Lot on which the Mill stood, fronting 80 feet on East Diamond street, only 60 feet from Diamond Square, and having a depth of 120 feet.
Terms for Real Estate, one-third cash, balance in one and two years with interest.
A. McILWAINE, Auctioneer.

COAL LANDS
FOR SALE.
3,000 ACRES
In Somerset County, Fronting on Connellsville Railroad.
THREE THOUSAND ACRES OF COAL IN ONE BODY, fronting on the Connellsville Railroad, about one hundred miles east of Pittsburgh, Pa. The vein is 5 feet thick, and has perfect drainage to the south and south-east. The Coal is of the very best quality for Coking purposes. For sale low and on easy terms. Inquire of
JOHN A. CAROTHERS,
TTs 108 Fourth Avenue, Pittsburgh, Pa.

AUCTION SALES.

A. LEGGATE, 159 FEDERAL ST., ALLEGHENY
HOUSES!
ALLEGHENY AVENUE—Lot 29x100, with fine new Brick Residence of 12 Rooms, newly Papered and Grained, finished in good style, with modern conveniences. Excellent neighborhood and convenient situation. Price.....$10,000
BEECH STREET—Lot 30x105, with excellent Brick Dwelling of 10 Apartments, finished in superior manner for private use. Six years' credit. Price.....$10,500
SANDUSKY STREET—Lot 29x115, with comfortable Brick House of 10 Rooms, in good condition. Long credit.....$9,000
FLEMING STATION—Fine Building Lots, beautifully and conveniently situated, large sizes at small prices. Call for plan.
CITY LOTS—Lincoln and Allegheny Avenues, Fremont and Beech Streets.

A. LEGGATE,
Auctioneer and Real Estate Agent,
159 Federal St., Allegheny.

100 SHARES
ALLEGHENY GAS STOCK,
AT AUCTION,
On Monday Evening, February 19th,
AT 7½ O'CLOCK,
AT THE REAL ESTATE AND STOCK EXCHANGE, 159 FEDERAL STREET, Allegheny.
A. LEGGATE, Auctioneer.

PUBLIC SALE.
The undersigned will offer at Public Sale, in
Beaver Falls, Pa.,
On Tuesday, February 27th, 1872,
AT 11 O'CLOCK A. M.,
A DWELLING HOUSE,
On Main street, containing eight Rooms, with Water in the House. Small Fruit and Grapes on the Lot. Also,
One Store and Dwelling Combined,
On Main street. Storeroom finished for Grocery Store. The Dwelling part contains three Rooms.
Terms made known on day of sale.
J. L. B. DAWSON.

ADJOURNED
ASSIGNEE'S SALE
OF
CROMLOW & COON'S
PLANING MILL PROPERTY.
On Wednesday, February 28th, 1872,
COMMENCING AT 10 A. M.
The undersigned Assignee in Bankruptcy will sell at Public Auction on the Premises, the following described Real Estate, late the property of Coon & Cromlow, situate in
West Brownsville, Washington county, Pa.
Lots Nos. 87, 88 and 89 in the plan of said Borough, having together a front of 180 feet on Water street and extending back the same width 140 feet to Middle street, on which are erected a large Planing Mill, with all necessary Machinery and Fixtures, a small Dwelling House and Outbuildings.
Also, a certain Wharf, extending from low water mark in the Monongahela river back to Water street, and fronting on said river 170 feet, being opposite to Lots Nos. 85 and 86, and the end of Broadway street in said Borough.
Also, two other certain Lots of Ground in said Borough, to wit: Lots Nos. 90 and 91 in the plan thereof, having thereon erected a Frame Building, one and a half stories high, with Sheds attached.
The above Property will be sold as a whole or in separate parcels, as may be determined on day of sale, subject to the payment to the widow of John Gregg, deceased, of the interest semi-annually on $1,667 97, and of said principal sum to the heirs of the said John Gregg, deceased, after her death.
TERMS—One-third cash, and the balance in two equal instalments, payable in 9 and 12 months respectively, with interest from the date of sale, to be secured by Bond and Mortgage on the premises.
ROBERT McKINLEY,
ws ASSIGNEE.

For Sale or Rent.
MULVANY
Flint Glass Works Property.
The valuable Flint Glass Works Property, known as the Mulvany Glass Works, situated on the bank of the Monongahela river, in Birmingham, opposite Pittsburgh, between Sixteenth and Seventeenth streets; fronting on Water street 190 feet, and extending back 378 feet on front of Seventeenth street and 361 feet on front of Sixteenth street. The main buildings are nearly new, and contain TWO TEN-POT FURNACES, Mixing, Lear, Packing, Cutting, Mould and Store Rooms, Engine and Blacksmith Shop, together with Warehouse, Out-Buildings, &c.; in fact, everything appertaining to a first-class Flint Glass Works, and all in complete order for immediate occupancy and business.
Possession can be had at once.
The actual wants of the factory do not require all the grounds attached, and a proposition would be entertained for the sale of that portion of the property not occupied by the factory buildings. For further particulars apply to either of the undersigned.
N. P. FETTERMAN, Attorney, No. 139 Fourth avenue.
JOHN MELLON, Attorney, Corner of Grant and Diamond streets.
JAS. E. LEDLIE, at C. Ihmsen & Sons, Nos. 133 and 135 First avenue.
PITTSBURGH, December 12, 1871.

FOR SALE.
MANSION AND GROUNDS.
Mulvany Mansion and Grounds attached for sale. The large three-story Brick Dwelling, situated on the corner of Sidney and Eighteenth streets, East Birmingham, together with the Vacant Lots adjoining, the whole fronting 120 feet on Eighteenth street, and extending back 109 feet to a 24 feet street. Would be sold as a whole, or the Lots divided to suit purchasers. For further particulars, apply to either of the undersigned.
N. P. FETTERMAN, Attorney, No. 139 Fourth avenue.
JOHN MELLON, Attorney, Corner Grant and Diamond sts.
JAMES E. LEDLIE, At C. Ihmsen & Sons, No. 133 and 135 First ave.
Pittsburgh, December 12, 1871.

FOR SALE.
Valuable East Liberty Property.
The "Western Exchange," situate opposite the Passenger Station. The ground has a large front on Frankstown avenue, Station street and the Pennsylvania Railroad. The building is large and commodious, is well arranged and substantially built, wide porches in front and rear, wide halls on first and second floors, 19 rooms, well arranged. If desired the building can be sold with only a part of the ground. Easy terms can be had on deferred payments. Inquire of
S. CUTHBERT & SON,
TThs 56 SMITHFIELD STREET.

FOR SALE,
OIL WELLS.

	Price.
Two Wells, producing 200 bbls. per month	$6,000
Two Wells, producing 5 or 6 bbls. daily	4,000
One Well, producing 8 bbls. daily	5,000
Two Wells, producing 7 bbls. daily	5,000
Well, producing 4 bbls. daily	3,500
Two [illegible] producing 6 bbls., with 20 Acres in fee simple; cheap [illegible]	10,000

HERBST & MURRAY,
PARKER'S LANDING.

VALUABLE COAL FARM AT PUBLIC Sale (lately owned by James S. Neeld) in Upper St. Clair Township, 10 miles from Pittsburgh, ½ mile from Chartiers Railroad, 97 acres good farming land, 90 acres of coal, opening on McGlaughlin's Run, and commanding large coal field in the rear. Land and coal sold together or separately. Terms very easy. Sale on the premises, THURSDAY, February 29, at 1 o'clock, P. M.
J. W. F. WHITE, 106 Fifth avenue.

JOHN H. STEWART.....ROBT. H. PATTERSON.
Robt. H. Patterson & Co.
LIVERY, SALE
AND
COMMISSION STABLES,
Cor. Seventh Avenue and Liberty St.,
PITTSBURGH, PA.
Auction Sale Saturdays, [illegible] o'clock A. M.

CORNS,
BUNIONS AND DISEASED NAILS
Removed in a few minutes. All other diseases of the Feet treated successfully. Office, 49 Sixth street, late St. Clair, Pittsburgh, Pa. [illegible]
Office Hours 8:30 A. M. to 12 M. and 1 to 5:30 P. M.